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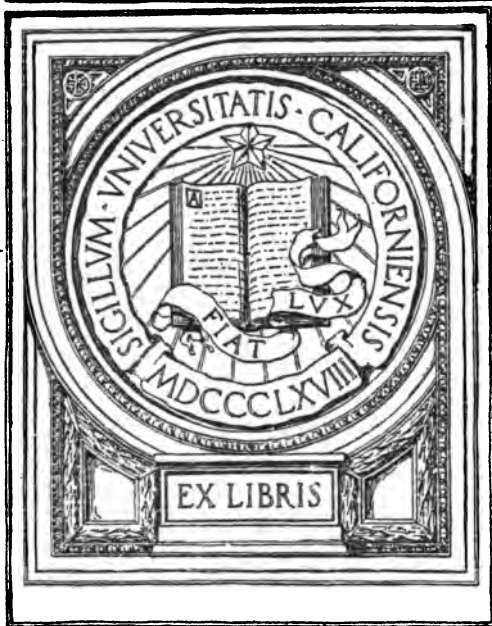
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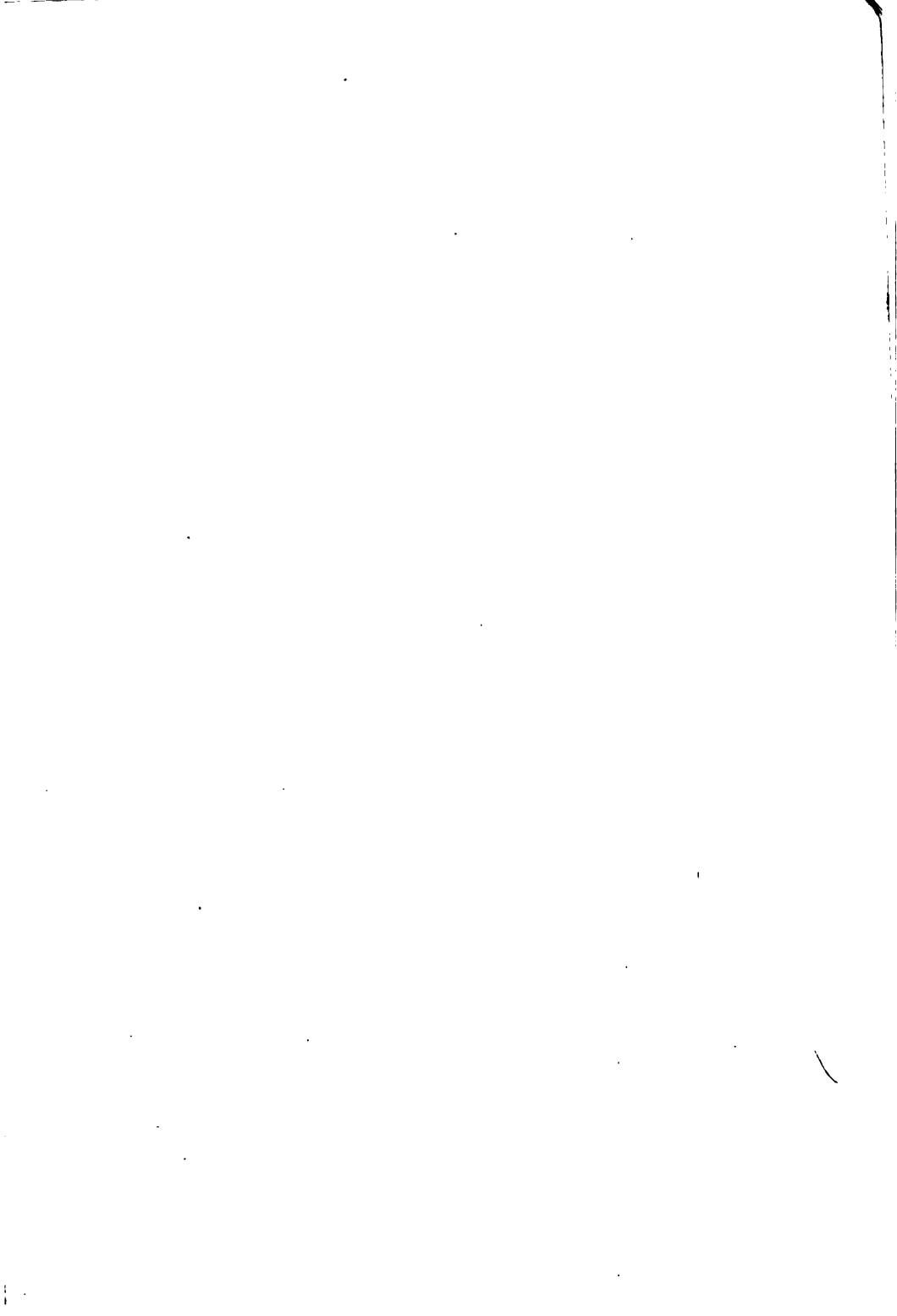
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Illinois R. R. & W. Commission
REVISION OF SCHEDULE
AND INTEREST
1902-1906

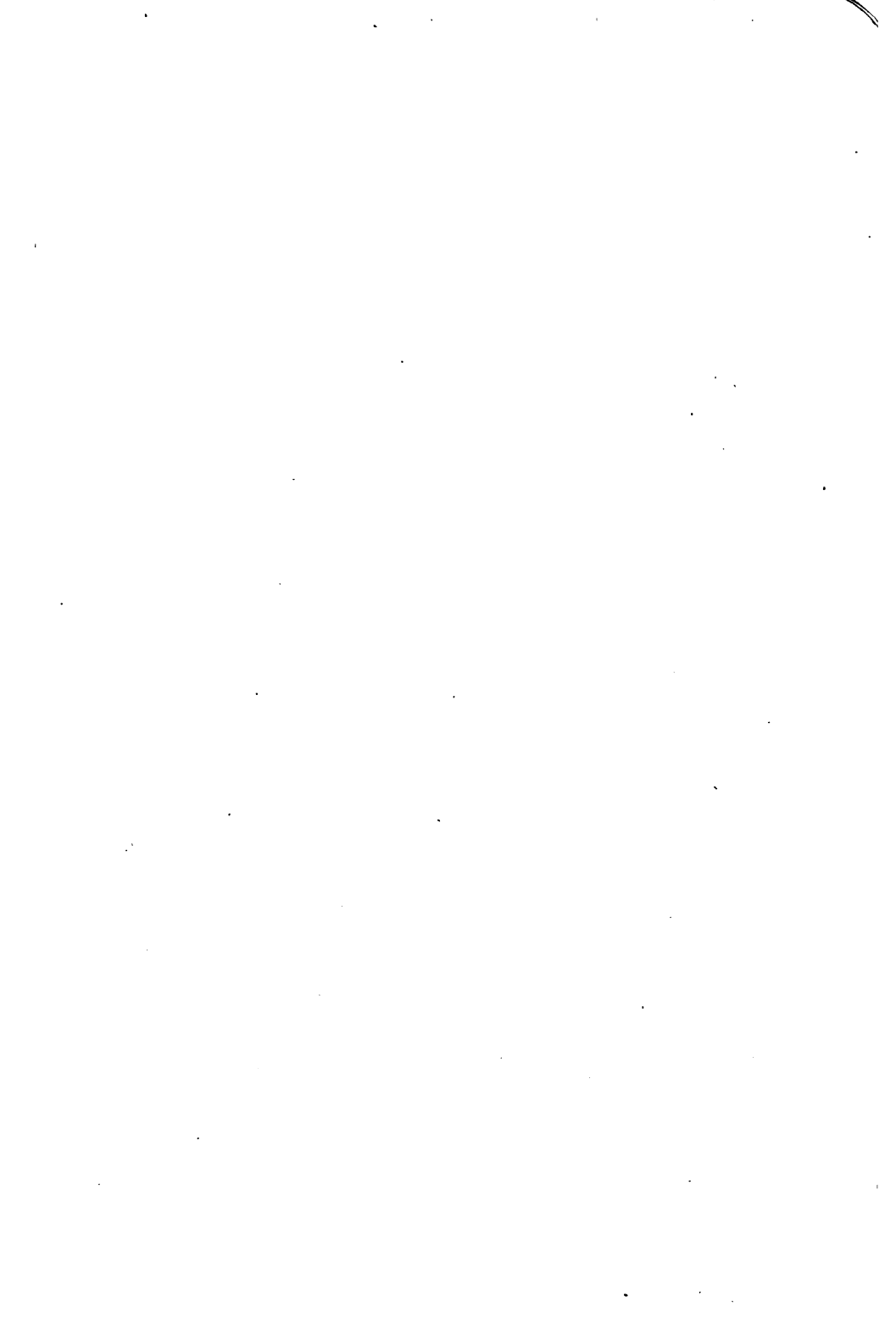
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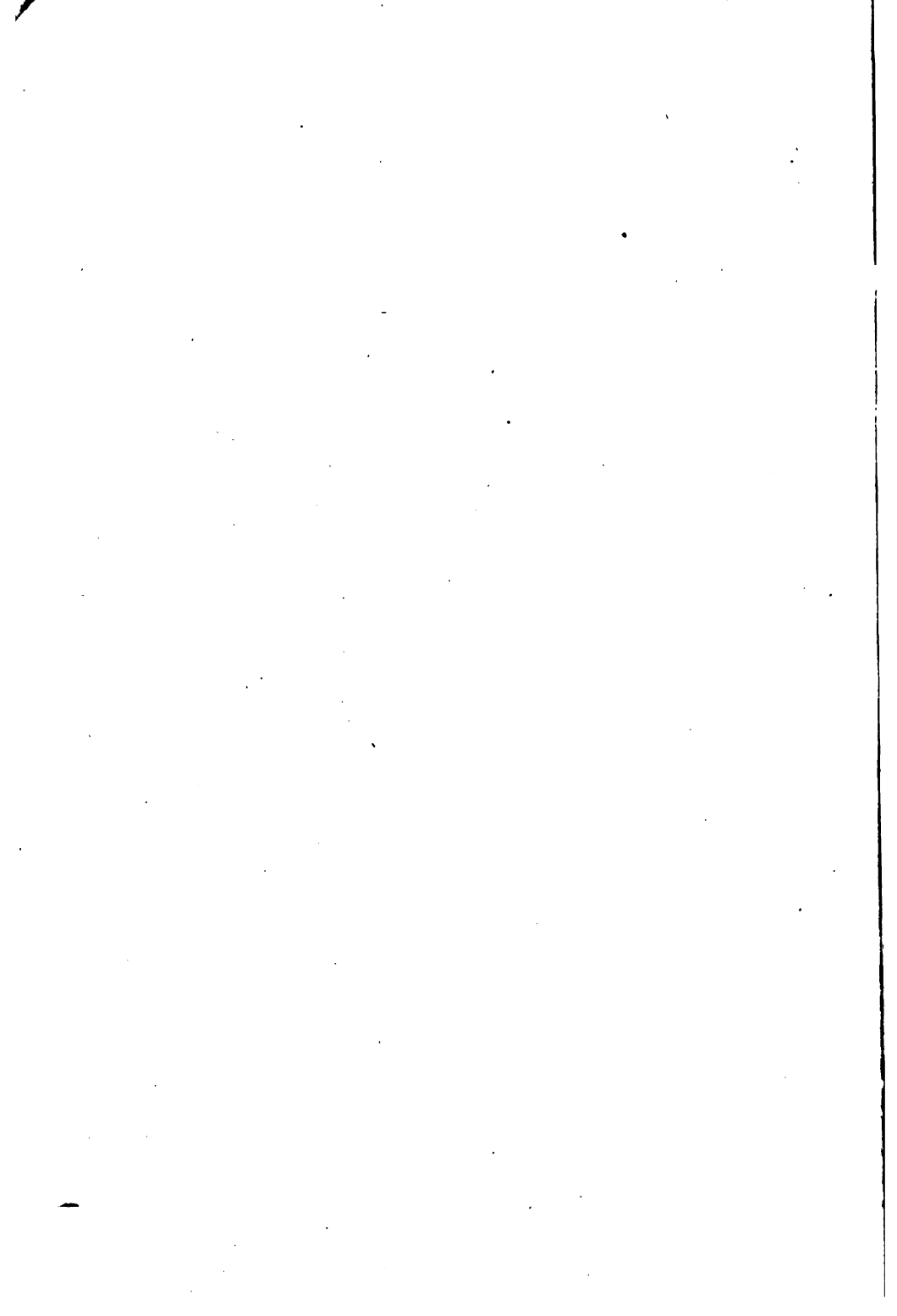
Prof. Daggett



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SPECIAL REPORT

OF THE

Railroad and Warehouse Commission

OF THE

STATE OF ILLINOIS

IN THE MATTER OF

**Revision of the Schedule of Reasonable Maximum Rates
for the Transportation of Passengers
and Freight and Cars**

1902 TO 1906 INCLUSIVE

**REPORT OF
COMMISSIONER
TO THE GOVERNOR**

His Excellency, Charles S. Deneen, Governor



**SPRINGFIELD:
ILLINOIS STATE JOURNAL CO., STATE PRINTERS**

1906

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Gift
Prof. Waggett.

TO JOHN
A. WAGGETT

P.R.S. 207, 14

June 5th, 1906.

To His Excellency, CHARLES S. DENEEN, Governor.

DEAR SIR—As indicated in the last Annual Report of this Commission, for the year ending June 30, 1905, the Commissioners herewith transmit for your information a full and complete report of the proceedings had before the commission in the matter of reduction of the rates of freight in the State of Illinois.

As will be seen from the record, a large amount of correspondence was being received at the office of the commission, from Freight Bureaus, Business Men's Associations and individual shippers, complaining of the rates for the transportation of freight in the State of Illinois, being largely in excess of the rates for similar articles, and for like distances in adjoining states.

It was then determined to investigate these conditions and to enable the commission to get the fullest information possible, they directed a circular letter to issue, (see letter of date March 4th, 1902 in the record). This letter was mailed to one or more of the leading wholesale and jobbing firms in every leading industry in the State, to all Freight Bureaus and Business Men's Associations, and to many individual shippers.

The wide publicity given, called forth a very general response, which seemed to centralize itself around the petition filed on behalf of the Quincy Freight Bureau and which was originally made the basis of the proceedings before the commission. This was later joined in by separate and distinct petitions being filed by The Bloomington Business Men's Association, the Merchant's Association of Decatur, The Business Men's Association of Pontiac, the Springfield Business Men's Association, The Western Merchant's and Manufacturer's Association of Peoria, The Fruit Shippers' Association of Dongola, and many others.

These petitions were published and several of the railroad companies made answer. Public hearings were held at various times during the year 1902 at which a vast amount of evidence was submitted, both oral and documentary. During this time also some of the petitioners had withdrawn their petitions, evidently having been granted concessions by the railroad companies covering their cause of complaint.

On January 3rd 1903, final argument by counsel for both petitioners and the railroad companies, were made before the commission and the case taken under advisement.

During the years 1903 and 1904 the office of the commission was engaged in a verification of the statements made in the testimony

presented, also in a revision and correction of the Classification of Freights, which is the basis for the rates and in preparing data for presentation to the commission, on which to predicate their decision.

On February 5th, 1905, General H. J. Hamlin on behalf of some of the original petitioners filed a petition for a re-opening of the case and on April 5th, 1905 enlarged his petition that it be made to include a re-hearing of the whole subject matter of classification and rates in the State of Illinois. Both requests having been allowed, hearings were held at various times and a very large amount of new evidence, both oral and documentary was introduced by the petitioners and the railroad companies and on December 5, 1905, this Commission entered the following order, covering the subject matter:

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

Petition of the Quincy Freight Bureau asking for a reduction of freight rates within the State of Illinois, was filed in the office of the Railroad and Warehouse Commission at Springfield, Illinois, in May 1902, and subsequently thereto there were a number of intervening petitions filed by shippers in all parts of the State, all of which petitions made the original petition of the Quincy Freight Bureau a part of their petition.

The case finally came to trial in December 1902, and lasted several days for the taking of evidence. There were present representatives of the Quincy Freight Bureau, Bloomington Business Men's Association, Springfield Business Men's Association, Decatur Jobbers and Manufacturers and others, representing the petitioners, and the representatives of the Chicago & Northwestern Ry. Co., Chicago, Milwaukee & St. Paul Ry. Co., Chicago & Alton Ry. Co., Chicago, Burlington & Quincy R. R. Co., Atchinson, Topeka & Santa Fe Ry. Co., Illinois Central R. R. Co., Chicago, Rock Island & Pacific Ry. Co., and the Chicago and Eastern Illinois R. R. Co., representing the respondents.

Afterwards, and before the case was decided, General H. J. Hamlin on behalf of the petitioners, The Chicago Shippers' Association and others, asked to have the case opened and be permitted to introduce more evidence which motion was allowed and the case was in fact tried over.

The evidence in the case on both trials showed clearly that the freight rates within the State of Illinois were very much higher than in either Iowa, Indiana or Ohio, although the rates in Indiana were made by the railroads themselves.

The evidence further showed that the rates from Chicago to points just over the line in Indiana were very much lower than they are to points nearer Chicago in the State of Illinois. Also, that freight was carried from the State of Indiana to Illinois through towns in the eastern part of the State, to points in the central and western part of Illinois for a very much less rate than it was carried from towns in Illinois directly between Indiana towns and the former destination. Also, that freight was carried from all other adjoining states into the State of Illinois through towns along the state lines to towns within the State of Illinois for less than they were hauled from the State line to the same towns, showing very conclusively that there was a discrimination against shippers within this State and that they were compelled to pay more freight than shippers who live out of the State and shipped goods into the State for the same amount of work.

The evidence further showed that about 60 per cent of the freight carried within the State of Illinois is carried for very much less than the schedule rates but that from various points within the State of Illinois, as we think, points where there is no competition or where the competing railroad companies agreed, there is no reduction from the Commissioners' Schedule.

The evidence shows clearly that some of the larger cities had very much lower rates by reason of agreements between the shippers of said cities and the railroad companies, than cities of substantially the same size located in different parts of the State and it was very clearly shown that the rates from

all points within the State of Illinois, where there is no competition, to other points in the State of Illinois were very much higher and in some cases almost double the rate from points within the State of Indiana or Iowa to points within the State of Illinois, for the same distance.

The evidence very clearly shows that the rates, especially on the Chicago & Eastern Illinois Railroad, are much higher on that branch of the road within the State of Illinois than on that branch in the State of Indiana for the same distance and that on many roads running east and west the Central Freight Rates are being used which is about twenty per cent lower than the Commissioners' Schedule.

About the close of the evidence in the last trial, the Chicago Shippers' Association, petitioners, withdrew and since that time the railroads have given Chicago a special rate which is about 18 per cent lower on an average than the Commissioners' Schedule, from Chicago to points in the State.

All this would seem to be an unjust discrimination against shippers within the State of Illinois, especially outside of Chicago.

We have gone through the evidence very carefully and can find no reason or excuse for the freight rates within the State of Illinois being so much higher than they are in adjoining states, and by the statutes of the State of Illinois, 'it is made the duty of the Railroad and Warehouse Commissioners, and they are thereby directed to make for each railroad company incorporated, or doing business within the State of Illinois, as soon as practicable after their appointment, a schedule of reasonable maximum rates of charges for the transportation of passengers and freights and cars of each of said railroad companies, and said commissioners are further authorized and it is their duty from time to time as often as circumstances may require, to change and revise the schedule when in their discretion the rates are too high or too low, and all such schedules made by the commissioners shall be held in all suits against said railroad companies as *prima facie* evidence that the rates provided by said schedule are reasonable maximum rates."

It will be seen from this statute that whenever the commissioners believe that the rates for the transportation of passengers and freights being charged, or the schedule in force is either too high or too low, that it is their duty to re-adjust the schedule and make reasonable rates for the transportation of both passengers and freight.

None of the petitions in this case ask for a reduction in passenger rates and there was no evidence as to that and for that reason we make no finding or order as to passenger rates and leave that to be passed on after another hearing and after all the roads have had an opportunity to be heard fully on that subject.

The only question then to settle is whether the Commissioners' Schedule for the transportation of freights within the State of Illinois is reasonable or not. In many states where the density of population and traffic is much less and everything is more unfavorable than in this State for railroads, and railroad facilities are no better, and where services and salaries are substantially the same, and where the expense of operating is as great, if not greater than they are in the State of Illinois the freight rates are much less than they are in the State of Illinois. In that view of the case there is nothing for the commissioners to do but re-adjust the rates and reduce them to what in their opinion, as shown by the evidence, is a reasonable maximum rate for the transportation of freight within the State of Illinois.

It was sought by the railroad companies to show in their defense that the cost of building, maintaining and operating railroads had greatly increased since the last schedule was made, but we do not think the evidence shows an increase in the operating expenses equal to the benefits derived from the improvements in their motive power and the operation of trains on their roads, but, if the cost of building, maintaining and operating have increased in the State of Illinois, they must have increased in the adjoining states, and especially in the state of Indiana where the railroads fix their own rates, but instead of increasing their rates since they claim an increase in the operating expenses, if there has been any change at all it has been to lower their rates. For the above reasons we think the proper thing to do is for all railroad companies operating within the State of Illinois, to charge a uniform rate for the transportation of freight on all business done within the State of Illinois and

do not believe that the rates within the State of Illinois, as shown by the Commissioners' Schedule, are reasonable, but, on the contrary, that they are very much higher than they should be and are unreasonable.

It is therefore ordered by the commission, that the secretary of this commission shall prepare a new schedule of reasonable maximum rates, as provided by the statutes. That all railroads operating in the State of Illinois shall be classified as roads of Class "A" and roads of Class "B."

That from and after the first day of January, 1906, the schedule of reasonable maximum rates for the transportation of freights and cars on railroads of Class "A" shall be a reduction of twenty (20) per cent from the schedule at present in force, as evidenced by schedule and classification hereto attached, and that roads of Class "B" shall be permitted to charge not to exceed ten (10) per cent additional to the the schedule provided for roads of Class "A" as herein provided.

J. S. NEVILLE, *Chairman.*

ARTHUR L. FRENCH, *Commissioner.*

I. L. ELLWOOD, *Commissioner.*

Dated this fifth day of December, 1905, at Springfield, Illinois.

Upon the promulgation of this order, several of the railroad companies by their representatives entered protest, making claim that the reduction was too great upon the car load classes and that if given a reasonable time they could furnish proof to sustain their position. So, on December 28th, 1905, the commission entered of record an order suspending the order of December 5th, 1905, as to classes six to ten inclusive, and commodity rates, said order to be in full force and effect as to classes one (1) to five (5) inclusive, on and after January 1, 1906. This modified order was accepted and put in effect by all the railroads.

Immediately following the entry of the order of December 5th, 1905, the railroad companies sent to the office of the commission from six to ten of the chief rate clerks from the offices of as many of the leading railroads of the State and together with Mr. Charles J. Smith, assistant secretary to the commission, a very thorough and comprehensive comparison was instituted and compiled of the actual rates being charged on a large number of articles by the railroads operating in the states of Indiana, Illinois and Iowa. From this comparison the commission have been able to form a more accurate knowledge of the actual conditions at present existing than from almost all the testimony previously presented, and have decided that the 20 per cent reduction on the first five classes shall stand as already ordered and that the classes six to ten inclusive, and commodities be reduced on a sliding scale commencing with ten per cent. The final order in full reads as follows:

"SPRINGFIELD, ILL., June 5th, 1906.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

At the regular monthly meeting of the commission held this date,

The case of the petition for the reduction of rates of freight in the State of Illinois by various business men's associations and shippers, having been continued from time to time, and an order of the commission having been entered of date December 5th, 1905, for a reduction of twenty (20) per cent on all classes and commodities, effective January 1st, 1906, which order was modified by action of the commission, of date December 28th, 1905:

The order for the twenty (20) per cent reduction remaining in full force and effect as to classes one to five inclusive as of date Jan. 1, 1906: the order as applied to classes six to ten inclusive and commodity rates being suspended

pending a comparison to be made with the rates in force in other states. A very comprehensive comparison having been made and presented to the commission for their information, and the commission now being fully advised:

It is therefore ordered, that the original decision of the commission in relation to the reduction of classes one to five inclusive, dated Dec. 5, 1905, effective Jan. 1, 1906, be reaffirmed. That classes six (6) to ten (10) inclusive and commodity rates be reduced on the basis of a sliding scale, commencing at ten (10) per cent and gradually reducing this percentage, as shown in the schedule hereto attached, and which is made a part of this order.

It is further ordered, that various changes made in the classification of railroads and freights, copy of which is attached, be approved and made a part of this order.

It is further ordered, that various changes governing the classification of freight, the switching of cars and the regulations regarding the passenger tariff, copy attached, be approved and made a part of this order.

It is further ordered, that the Illinois Commissioners' Classification No. 10, being a Schedule of Reasonable Maximum Rates of charges for the transportation of passengers and freights and cars, together with a classification of railroads and freights and rules governing the same, as prepared in the office of this commission (copy of which is herewith attached, and made a part of this order), be approved, and that the said Illinois Commissioners' Classification No. 10, as described in this order, be of full force and effect on all the railroads operating in the State of Illinois, from and after the first day of July, 1906.

Done by the Railroad and Warehouse Commission of the State of Illinois, at its office in Springfield, Illinois, this fifth day of June, 1906.

Witness our hands and the Seal of the Commission,

(Signed)

J. S. NEVILLE, *Chairman.*

ARTHUR L. FRENCH, *Commissioner.*

I. L. ELLWOOD, *Commissioner.*

Attest:

WM. KILPATRICK,
Secretary.

Printed in connection with this report you will find a record of this case from its inception to the final decision of the commission, which contains copies of the petitions and the names of the petitioners, the names of the railroad companies which took part in the hearings and the distinguished counsel representing both sides of the controversy, together with tables of comparisons of rates actually in force at the present time in this and other States. The whole representing days and weeks and months of patient and persistent labor.

In addition to the question of the rates of freight in the State of Illinois, the commission have instituted inquiry as to the reasonableness of the rates for passenger service as compared with other States. Quite a little agitation has been going on in adjacent territory as to the reasonableness of the present passenger tariff, but at no time has any petition been filed with this commission regarding this branch of the service. However, regarding it probable that you might desire information on this subject at any time, the commission have given it considerable thought and are prepared to present to you the result of their investigations.

To the correct understanding of a subject which affects so many and varied interests, we have given our most careful consideration

and we trust that the final decision of the case will meet with the approval of all interested, the public, the railroads of our State and yourself.

(Signed)

J. S. NEVILLE, *Chairman.*

ARTHUR L. FRENCH, *Commissioner.*

I. L. ELLWOOD, *Commissioner.*

Attest:

WM. KILPATRICK,
Secretary.

CHAS. J. SMITH,
Assistant Secretary.

During the hearing of this case, the petitioners were represented by

Mr. Dickerson McAfee, president, and

Mr. L. B. Boswell, commissioner,

Quincy Freight Bureau.

Mr. John M. Glenn, secretary,

Illinois Manufacturers' Association.

Mr. Jay D. Miller, attorney,

Commercial Exchange of Chicago.

Mr. John G. Shedd, general chairman,

National Association of Merchants and Travelers.

Mr. Felix B. Tait, president, and

Mr. E. B. Irving, secretary,

Mr. George W. Mueller,

Decatur Jobbers' and Manufacturers' Association.

Mr. C. S. Jones, traffic manager,

Western Merchants and Manufacturers' Association.

Mr. Henry Dirksen, and

Mr. Stuart Brown, attorney,

The Business Men's Association of Springfield.

Mr. Louis Fitzhenry, and

E. Barry, attorneys,

The Business Men's Association of Bloomington

Mr. H. C. Barlow, executive director,

Chicago Shippers' Association.

And the railroad companies by

Mr. John G. Drennan, district attorney,

Mr. W. J. Harahan, general manager,

Mr. W. E. Keepers, general freight agent,

Mr. M. C. Markham, assistant traffic manager,

Mr. F. B. Bowes, freight traffic manager,

Illinois Central R. R. Co.

Mr. William Brown, attorney,

Mr. James Miles, attorney,

Mr. Fred A. Wann, general freight agent,

Chicago & Alton Ry. Co.

Mr. Chester M. Dawes, general solicitor,

Mr. George B. Harris, president,

Mr. W. B. Hamblin, assistant general freight agent,

Chicago, Burlington & Quincy Ry.

Mr. Burton Hanson, general solicitor,

Mr. A. C. Bird, third vice president,

Chicago, Milwaukee & St. Paul Ry. Co.

Mr. E. H. Seneff, general attorney,

Mr. S. J. Cooke, general freight agent,

Chicago & Eastern Illinois R. R. Co.

Mr. T. C. Powell, fifth vice president,
 Judge E. C. Kramer, district attorney,
Southern Ry. Co.

Judge J. M. Hamill, district attorney,
 Capt. Lee Howell, general freight agent,
Louisville & Nashville R. R.

Mr. James Graham, attorney,
*Baltimore & Ohio South Western R. R., and
 Cincinnati, Hamilton & Dayton Ry.*

Judge E. T. Glennon, attorney,
New York Central Lines.

Messrs. McNulty & Allen, attorneys,
Vandalia R. R.

Mr. E. B. Boyd, general freight agent,
 Mr. Harry Gower, assistant traffic manager,
Chicago, Rock Island & Pacific Ry.

Mr. C. N. Travous, general solicitor,
 Mr. S. B. Knight, general freight agent,
The Wabash R. R. Co.

Mr. William Brown, attorney,
The Chicago Lines.

Mr. Robert Dunlap, general attorney,
Atchison, Topeka & Santa Fe Ry.

The Railroad Brotherhoods,

Mr. E. E. Clark, G. C. C. O. R. C.

Mr. D. E. Sullivan, O. R. C.

Mr. James R. Howe, B. of L. E.

Mr. N. C. Allen.

HEARINGS OF 1905 AND 1906

Officers represented by

Mr. J. Hamlin, ex-attorney general, counsel.

Mr. J. Streychmans, associate counsel.

RECORD OF PROCEEDINGS

BEFORE THE

Railroad and Warehouse Commission

OF THE

STATE OF ILLINOIS

In the Matter of Revision of the Schedule of Reasonable Maximum
Rates for the Transportation of Freight

1902 TO 1906 INCLUSIVE

IN RE-REVISION OF SCHEDULE OF REASONABLE MAX-
 IMUM RATES FOR THE TRANSPORTATION OF
 PASSENGERS AND FREIGHTS AND
 CARS BY THE RAILROADS
 OF THE STATE OF
 . ILLINOIS.

BEFORE THE BOARD OF RAILROAD AND WAREHOUSE COMMISSIONERS.

JAS. S. NEVILLE, *Chairman*,

ARTHUR L. FRENCH,

ISAAC L. ELLWOOD,

WM. KILPATRICK, *Secretary*.

On account of a large amount of correspondence having been received in the office of the commission and a petition filed by the Quincy Freight Bureau (afterwards withdrawn), the commission directed the secretary to issue the following circular letter:

March 4, 1902.

DEAR SIR:

At a meeting of this commission held at Springfield this date, it was decided that it was very necessary that a revision be had of the Classification and Schedules of reasonable maximum rates for the transportation of freight and passengers over the railroads in the State of Illinois. A large number of new commodities are not contained in our present classification and very different conditions prevail from that existing at the time this classification was established. In order to make the present revision as complete as possible, I am sending you a copy of the present classification and it is the desire of the commission to have you make notations thereon of any changes your trade would like to have made and the reasons why such change is desirable or necessary. All of these suggestions will be compiled in this office and a meeting appointed at which the representatives of all interested, both the railways and all classes of shippers, will be accorded a hearing and the commission in this way be afforded an opportunity to conserve the interests of all. I trust you will lend us your assistance in this matter.

Respectfully yours,

WM. KILPATRICK,

Secretary.

In response to this circular letter the Quincy Freight Bureau, by Dickerson McAfee, President, and L. B. Boswell, Commissioner, filed a petition as follows, of date of May 31st, 1902:

THE QUINCY FREIGHT BUREAU.

QUINCY, ILL., May 31, 1902.

To the Honorable, The Illinois Railroad and Warehouse Commission:

Hon. James S. Neville,

Hon. Arthur L. French,

Hon. James McKinney,

Commissioners, Springfield, Ill.

The Quincy Freight Bureau, an organization of shippers incorporated under the general laws of the State of Illinois, respectfully represent, and petition your honorable body, as follows:

The present schedule of "Maximum Rates of Charges for the transportation of freight on the Railroads of the State of Illinois," is unequal, unjust and too high.

That it is used by the railroads in Illinois only to govern in certain cases and is not the basis generally adopted and practiced by them.

That different rate basis, or scale of freight rates are being used by the railroads within this state, viz:—

The Illinois Commissioners' Schedule.

The Chicago-St. Louis Traffic Association scale.

The Central Freight Association scale.

Special Commodity rates.

That on shipments originating within the states of Michigan, Ohio and Indiana, destined to points in the State of Illinois, a lower scale of freight rates than the Illinois Commissioners' scale is daily used, thus permitting shipments from such points outside of this State to be sent to Illinois points at a lower cost for equal, or greater, distance than on shipments from and to points wholly within this state, to the damage and detriment of shippers resident of Illinois.

We therefore petition your honorable body to accept and adopt as the reasonable basis of freight rates upon shipments to and from points wholly within the State of Illinois, the schedule of rates shown in Exhibit A hereto attached and made a part of this petition, in lieu of the present Illinois Commissioners' maximum rates of freight.

Your petitioner further represents, that the Illinois Classification of various articles is not complete, or suited to modern requirements, and fails to provide for many articles now in daily use.

Therefore, concurrent with the adoption of the scale of freight rates shown in Exhibit A, we respectfully request the adoption of the Official Classification No. 22, in lieu of the present Illinois Classification, subject to amendments from time to time, as your honorable body may find necessary.

Your petitioner further represents, that the present Illinois rules and schedule does not provide for joint rates of freight which may be necessary on freight moving over two or more lines of railroad within this state, where joint tariffs are not provided for by the railroads.

In such instances the sum of the mileage or local charges forms the basis for freight charges, and the longest mileage is taken where possible.

We therefore request and petition your honorable body, to promulgate a rule which will in its effect provide for such conditions and shipments, and we suggest the adoption of the following, or a similar rule:

"Joint rates for the transportation of shipments of merchandise classes, or other articles necessary to be included, over two or more lines of railroad which are not under the same management and control, and not otherwise herein provided for, shall be made by adding to the rate prescribed in this tariff for the entire mileage the following figures, and in all such cases the shortest line mileage shall form the basis for charges upon any single line of railroad between points of origination and destination, or junction transfer points, viz.:

Classes.....	1	2	3	4	5	A	B	C	D	E
Cents per 100 pounds	5	5	4	4	3	3	3	2½	2½	2

Or, if the Official Classification is adopted in lieu of the present Illinois classification, and the number of classes thereby reduced, then the figures to be used shall be as follows:

Classes.....	1	2	3	4	5	6
Cents per 100 pounds	5	4	3	3	2	2

Respectfully submitted,

THE QUINCY FREIGHT BUREAU,
By DICKERSON MCAFFEE, *President*,
By L. B. BOSWELL, *Commissioner*.

QUINCY, ILL., May 31, 1902.

To the Honorable, The Illinois Railroad and Warehouse Commission:

Hon. James S. Neville,
Hon. Arthur L. French,

Commissioners, Springfield, Ill.

The Quincy Freight Bureau is an organization of shippers, incorporated under the general laws of the State of Illinois, May 20, 1897. Its membership comprises manufacturers, jobbers, merchants and others, located in the city of Quincy, Illinois.

Complying with the invitation contained in your circular letter of March 4th to offer suggestions tending to a "revision of the Classification and Schedules of Reasonable Maximum rates for the transportation of freight and passengers over the railroads in the State of Illinois," and your letter of May 7th, referring to the claims of shippers "that the rates prevailing from the States of Indiana and Iowa into the State of Illinois are much lower for longer distances than for a much shorter distance in our State and are therefore a discrimination against the manufacturers and jobbers in this State," we present herewith a petition to your honorable body, and beg leave to offer the following as substantial reasons for your granting our request.

We do not believe it will be to the advantage of Illinois manufacturers and merchants to amend the Illinois schedule of maximum rates, or classification in part.

We seek to have your honorable body revise as a whole, and not in part, the existing schedule of "Maximum Rates of Charges for the transportation of freight and passengers on the Railroads in the State of Illinois," including also the Illinois "Classification of Freight."

This request is made in behalf of the shippers of the City of Quincy, Illinois, and for the benefit of all shippers within this State.

In support of our application for revision of freight rates in the manner proposed, some reasonable basis or justification, should be stated,

Therefore your petitioner respectfully represents:

1. Our trade and traffic relations with manufacturers and jobbers located in the States of Michigan, Ohio and Indiana are such, under existing conditions as to enable our competitors to reach Illinois localities on a basis of freight rates comparatively lower than can be secured by our State manufacturers and merchants. Discriminations exist wholly in favor of parties outside this State.

This condition cannot be fairly met, or overcome, unless, and until, the same basis of freight rates and classification is afforded to Illinois manufacturers and jobbers, that is secured to and enjoyed by the manufacturers and jobbers in the three states named, to Illinois points.

Therefore, our request is that you adopt as a whole, the rate basis which now prevails from the states of Michigan, Ohio and Indiana, to points in the State of Illinois, shown by mileage rates in Exhibit A, as the mileage basis for all freight between points wholly within the State of Illinois.

Also that you adopt as the classification of articles within the State of Illinois, the Official Classification No. 22, concurrent with the adoption of the scale of mileage rates shown in Exhibit A. Such classification to be subject to amendment as you may deem necessary.

2. The existing scale of Illinois mileage rates for freight, also the Illinois classification of articles, was originally made and established by the Illinois Railroad and Warehouse Commission immediately subsequent to the passage of the Interstate Commerce law, about the year 1887.

At that time conditions surrounding or governing the question of reasonable maximum rates differed from those existing at the present time.

Traffic within the borders of this State was not as great.

Railroads were not as well equipped to handle freight or passengers.

Population was less dense. Towns and cities of less size. Manufacturing and jobbing was not as great in volume or tonnage as at present.

The size and capacity of engines, and also of freight and passenger cars was much less fifteen years ago than at this time.

The minimum of expenses was greater. Roads and bridges were not as well ballasted, or built. Trains could not be as heavily loaded.

Experience, and the practical knowledge of operation, cost of operation and the transportation of freight and passengers, had not reached the scientific basis which now governs railroad management.

The experience which has been thus gained relating to questions of traffic in Illinois, as well as in the states east of the Indiana-Illinois line, and north of the Ohio river, will serve to furnish a criterion to govern your actions. Notably that of railroads in the states of Michigan, Ohio and Indiana, which are comparatively less in size and population, and have less number of miles of railroads than Illinois.

3. Your petitioner calls attention to the basis of freight rates, as well as classification, which apply on shipments between points wholly within the states of Michigan, Ohio and Indiana, as being comparatively more favorable on State traffic for similar or greater mileage distances, than the mileage rates of freight and classification, now in effect in this State under the Illinois Commissioners' Schedule, is to shippers in Illinois on shipments between points wholly within in this State.

That, in many instances, manufacturers and jobbers, located in the states of Michigan, Ohio and Indiana, ship goods to local points in the State of Illinois at less rates of freight than is charged by Illinois railroads on shipments between points wholly within Illinois, under the Illinois Commissioners' schedule of freight rates and classification, notwithstanding the fact that the mileage distance is greater from points within Michigan, Ohio and Indiana to Illinois points, than from and to points wholly within this State. See Exhibit B.

All of which discriminates to the damaged and detriment of Illinois manufacturers and jobbers, and tends to favor non-residents as against State shippers.

As an example, we will take the rate of freight on stoves from various points to Taylorville, Illinois. The classification is the same under the Illinois and Official Classifications, 3d L. C. L. and 5th C. L.

RATES IN CENTS PER 100 POUNDS.

From	Miles.	L. C. L. 3d Class.	C. L. 5th Class.
Quincy, Ill.	187	29.98	19.25
Cleveland, Ohio. 436 via Toledo		.....	.....
Cleveland, Ohio. 597 via Chicago		33	19.5
Detroit, Mich. . .	397	30	18
Louisville, Ky..	312	26	16
Cincinnati, O. . .	327	25	15

4. It should be remembered that the cost is less in the assembling of raw materials by manufacturers, or of products by jobbers, located in Michigan, Ohio and Indiana, than to those in Illinois.

This occurs through the application of a lower percentage basis from eastern points to Michigan, Ohio and Indiana, than to Illinois points.

For example, Indianapolis takes 93 per cent of the New York-Chicago rates on freight originating east of Buffalo, Pittsburg or Wheeling. Quincy is a 124 per cent point. Apply the sums of cost of freight from Indianapolis and Quincy to Jacksonville, Ill., and note the difference in freight rate in favor of Indianapolis.

CLASSES.

	1	2	3	4	5	6
New York to Quincy.....	93 36 66	81 30 08	82 24 34	43 17 86	37 14 24	31 11 96
Quincy to Jacksonville, Ill.....	129 66	111 08	86 34	60 86	51 28	42 96
New York to Indianapolis.....	70 37	60 32	47 23 5	33 16	28 13 5	23 10 5
Indianapolis to Jacksonville, Ill.....	107	82	70 5	49	41 5	33 5
Difference.....	22 66	10 08	15 84	11 86	9 78	9 46

The combination thus shown, which is only one of many, will serve to demonstrate that a double advantage lies with towns in Michigan, Ohio and Indiana over those in Illinois, first: In being able to receive freight from eastern points on lower first cost, and then re-ship into Illinois on a lower basis of freight rates than manufacturers and merchants in Illinois can receive or distribute; and, second: In manufacturing, or obtaining products originating within the States of Michigan, Ohio and Indiana on a more favorable basis of freight rates and shipping into this State on a lower mileage schedule than is now permitted between Illinois points, on eastern or strictly Illinois products.

Your attention is called to the list of percentages from New York to various points in Michigan, Ohio and Indiana, also Illinois, shown in Exhibit C, as a basis for comparison.

5. It is clearly obvious that there should be no such local distinction as now exists in freight rates within, or between, the states of Michigan, Ohio, Indiana and Illinois. That a parity basis should exist in Illinois in common with the basis in effect within or between the three states named.

It should be known by the commission that the division of territory and consequent adjustment of the bases of freight rates by railroads represented in the Central Freight Association (comprising all the railroads within the states of Michigan, Ohio and Indiana), in conjunction with the railroads in the State of Illinois, establishes the east bank of the Mississippi river—East St. Louis to East Dubuque, inclusive—as the western boundary, or termini of such railroads, for the application of freight rates, under the Official Classification, on traffic which originates east of the Indiana-Illinois state line.

This, evidently, both in practice and fact, includes the State of Illinois within the territory governed by the lines east of the Indiana-Illinois state line, in so far as rates and classification is concerned.

Thus, by common consent and joint arrangement and cooperation of and by all railroads within the State of Illinois, in the carriage of freight at less rates than the Illinois Commissioners' maximum schedule on traffic between points within the three states mentioned, and Illinois, the required precedent is established for your accepting and adopting the schedule of freight rates (see Exhibit A) and classification, that is used in Michigan, Ohio and Indiana on such freight and traffic, as the reasonable maximum basis to be used between points wholly within the State of Illinois, otherwise extortion and unjust discrimination is permitted to be practiced daily, by the railroads in Illinois.

6. It may be said that there are four distinct rate bases in use within the State of Illinois, affecting state traffic, viz :

- The Illinois Commissioners' schedule.
- The Chicago-St. Louis Association scale.
- The Central Freight Association scale.
- Commodity rates.

The Chicago-St. Louis and the Central Freight Association scale, are both lower than the Illinois Commissioners' maximum schedule, while commodity rates prevail on special products which form a basis not given in either.

The fact of the daily use of lower rates in Illinois, shown by the Central Freight Association scale, in the distribution of freight, is conclusive evidence of their reasonableness. It also establishes the necessity for present revision of the Illinois Commissioners' maximum schedule to a degree to bring about uniformity and equality so as to give Illinois shippers the benefit of the more favorable basis which is now obtained by competitors located in the states of Michigan, Ohio and Indiana.

For your information a comparative list is appended (see Exhibit D) which shows the rates, on a mileage basis, in force in Illinois under the Illinois Commissioners' schedule, and those in effect in the territory under the jurisdiction of the Central Freight Association to all points in Illinois from points within the states of Michigan, Ohio and Indiana.

Your petitioner believes that the railroads in the State of Illinois are now largely governed by the rates and classification which is in effect on lines of railroads operating east of the Indiana-Illinois state line on all traffic from the states of Michigan, Ohio and Indiana, and accept daily the rate basis shown in Exhibit A. in the transportation of such freight. But on shipments originating in Illinois, destined to points wholly within this State, the same railroads use and charge a higher tariff, under the Illinois maximum schedule, which is an act of discrimination.

7. Your petitioner also calls your attention to the fact that, under existing rules and regulations, no provision is made to protect shippers in cases where joint tariffs are not arranged between railroads wholly within this State.

In every such case the railroads charge the Illinois maximum scale of rates for the mileage over their individual lines and for the longest distance the freight can be hauled over the respective lines.

The effect of thus charging the sums of the local rates on shipments within Illinois, results in an ultimate freight rate which becomes unjust or prohibitive.

Our request for a rule which will establish a fair and equitable basis for joint rates, where joint tariffs are not provided for by the different lines of railroads in Illinois, is in line with relief of our State shippers from an unfair practice.

The commission should become informed of the inequality of freight rates which exist in this State. We seek to place the question before you, with statements of facts known to, or believed by your petitioner and pray for relief.

Equality, uniformity and a more modern basis of rates, and also classification, is required in the interest of all shippers.

Competition on the part of Illinois manufacturers and merchants, with those situated in the states of Michigan, Ohio and Indiana, is made difficult or impossible owing to the lower rates of freight which have prevailed for many years from these states into Illinois than apply on shipments between points wholly within this State.

The continuance of this condition within your knowledge, acts as an unlawful discrimination against shippers in this State, and is in violation of the statutes of Illinois.

Your petitioner believes it is clearly within your province to protect the people of this State from discrimination practiced in the interest of non-residents, and compel railroads which violate our laws to cease and desist. And that it becomes your duty to give to the shippers of Illinois the benefit of the most favorable basis for cost of transportation and protection from competitors where such competition is unfair or unlawful.

It must be remembered that competition is from the east toward the west in a greater ratio than from the west toward the east.

Therefore, any basis of freight rates which is more favorable to shippers situated east of the Indiana-Illinois state line to points in the State of Illinois, affects Illinois manufacturers and merchants far more than rates in effect from points west of the Mississippi river.

These and other valuable and important reasons may be cited as a basis in substantiation of our petition presented at this time.

You are the guardian of the interests of the shippers of Illinois, and of the people of Illinois upon questions connected with transportation.

The rights which are possessed by the people, and the laws which control your honorable body and that of the transportation companies operating within the State of Illinois, are now invoked and the power of exercising them requested through your honorable body.

Your petitioner therefore prays for the speedy granting of the relief herein, and through our petition, asked for.

Respectfully submitted,

By DICKERSON MCAFEE, *President.*

By L. B. BOSWELL, *Commissioner.*

For The Quincy Freight Bureau, Quincy, Ill.

Various other petitions of the same general tenor were filed by other associations, merchants and others, asking for changes in classification and other relief, viz.:

R. Seten & Son.
Massilon Bridge Co.
Young Stone Co.
The King Company.
Illinois Bridge Co.
Geo. W. Brown & Co.
Hibbard, Spencer, Bartlett & Co.
F. C. Johnson Manufacturing Co.
Cleveland, Cincinnati, Chicago & St. Louis Ry. Co.
Armour & Co.
Heywood Bros. & Wakefield Co.
Robert M. Wakeley.
Atwood & Steele Mfg. Co.
Chase & Sanborn.
Dobson Manfg. Co.

J. M. Pickwell.
Indianapolis Bridge & Iron Works.
Elgin Construction Co.
Illinois Bridge & Iron Co.
Joliet Bridge & Iron Co.
St. Louis Traffic Bureau.
D. Bradley Manfg. Co.
Reid, Murdoch & Co.
Indiana, Decatur & Western Ry.
Lake Erie & Western R. R. Co.
Glencoe Lime & Cement Co.
Swift & Co.
Toledo, Peoria & Western Ry.
L. Burg Carriage Co.
Illinois Manfrs. Association.

On receipt of a petition from the above named firms, corporations and associations, the secretary of the commission by its direction sent a copy of the following letter to all interested, appointing a meeting for June 3, 1902, at which time a hearing would be had.

May 7, 1902.

To the Shipping Interests and the Traffic Departments of all the Railroads in the State of Illinois.

GENTLEMEN:—I am directed by the Board of Railroad Commissioners of the State of Illinois to notify you that at the regular meeting of the board, on Tuesday, June 3rd, 1902, at its office in Springfield, Ill., at ten o'clock a. m., a hearing will be given to all parties interested in the proposed "Revision of the Schedule of Reasonable Maximum Rates of Charges" for the transportation of freight on the railroads in the State of Illinois. I am directed also to invite the representatives of all interests so involved so that a reasonable and equitable adjustment may be made. A large amount of correspondence has come to this office in answer to our circular letter of March 4th, 1902, most of which makes claim that the rates prevailing from the states of Indiana and Iowa into the State of Illinois are much lower for longer distances than for a much shorter distance in our State and are therefore a discrimination against the manufacturers and jobbers in this State. It is especially desired that a full representation of all interests be present at this meeting.

Respectfully yours,

WM. KILPATRICK, *Secretary.*

On June 3, 1902 at the meeting appointed for the hearing it was found that so many changes had been asked for, that to better serve

the interests of all concerned it was advisable to have the petitions printed. The commission thereupon directed the Secretary to have all petitions printed for the benefit of all interested and continued the hearing to the date of July 8, 1902.

On July 8, 1902. It appeared that a large number of other associations of business men and individuals desired to intervene and become parties to the proceedings before the commission. It was therefore ordered by the commission that all parties desiring to file intervening petitions be allowed until July 15, 1902, to file their petitions and all objections to the granting of the prayer of petitioners be filed not later than August 5, 1902, and the hearing adjourned until August 5, 1902.

The following petitions were filed in accordance with the foregoing action: The Bloomington Business Men's Association, The Merchant's Association of Decatur, The Business Men's Association of Pontiac, The Springfield Business Men's Association, The Western Merchant's and Manufacturers' Association of Peoria, the Fruit Shippers' Association of Dongola.

All of the above adopting the petition of the Quincy Freight Bureau as the basis of their petition.

In addition to the above associations, the following firms also became intervening petitioners by the following act:

July 14, 1902.

IN RE-PETITION OF THE QUINCY FREIGHT BUREAU FOR A REVISION OF THE MAXIMUM FREIGHT RATES, ETC.

To the Honorable, the Illinois Railroad and Warehouse Commission:

Your petitioners representing the shippers and merchants, respectfully petition your honorable board to be allowed to become complainants in the petition of the Quincy Freight Bureau now pending and undetermined before you and set for hearing on August 5th, 1902, at 10:00 o'clock a. m.

Petitioners hereby adopt the petition of the Quincy Freight Bureau and the prayer thereof and also the intervening petition of the Bloomington Business Men's Association, and make the same a part of their petition. Petitioners show that the present schedule of freight rates permits the railroads in this State to charge considerably more on local shipments entirely within this State, than is charged for the same distance by railroads in Indiana, Ohio and Iowa, although the conditions are in many respects much more favorable to the railroads in this State than in the states aforesaid.

Petitioners show that the rates in Indiana are fixed voluntarily by the railroads, and that the same are reasonable charges, but that the freight rates in Illinois are unreasonably high, unjust and oppressive and should, as your petitioners verily believe, be reduced so that the same will not exceed the Indiana rates.

Petitioners pray for a revision and a reduction of the rates and for all other relief prayed for in the original and intervening petitions filed with your board.

Respectfully submitted.

Sanitary Feather Company, Chicago, Ill.
 Geo. Wagner, ..
 D. B. Scully Syrup Co., ..
 August Hausske & Co., ..
 Volkman, Stallwerch & Co., ..
 The Chicago Brush Co., ..
 Barrett Manufacturing Co., ..
 H. O. Wilbur & Son, ..
 McGrue & Powell, Springfield, Ill.
 (Withdraws name March 30, 1905.)

The R. Haas Manfg Co.,	Springfield.
Springfield News Pub. Co.	"
C. E. Power,	"
Spaulding Dode Clothing Co.,	"
Grand Union Tea Co.,	"
The Springfield Monument Co.,	"
George F. Bisch,	"
Sattley Manufacturing Co.,	"
Springfield Mattress Co.,	"
George E. Coe,	"
Springfield Paper Co.,	"
Franz Bros. Packing Co.,	"
Oscar Ansell,	"
John Maldaner,	"
Gray Bros.,	Bloomington. Ill.
Bloomington Store Fixture Co.,	"
A. Livingston & Sons,	"
J. W. Probasco,	"
G. H. Read & Bro.,	"
H. S. McCurdy,	"
B. F. Hoopes & Son,	"
Herrick & Eckhart Co.,	"
Dooley, Ayers & Raisback Co.,	"
Evans Bros.,	"
Ike Livingston & Sons,	"
Wilcox Bros.,	"
Pantagraph Ptg. & Stat. Co.,	"
Akers & Keck,	"
C. N. McReynolds,	"
D. R. Darlington,	"
Meyer Brewing Co.,	"
Keiser-VanLeer Co.,	"
Phoenix Nursery Co.,	"
Fagerburg Bros.,	"
R. Thompson & Son,	"
Henry A. Reise.	"
William W. Marmon,	"
Mfd. Ice & Cold Storage Co.,	"
The S. R. White Mfg. Co.,	"
Higgins-Jung Kleinau Co.,	"
Holder Athey Hardware Co.,	"
Paul F. Beich,	"
M. L. Moore Co.,	"
F. Oberkoetter & Son,	"
J. C. McCord,	"
Louis Faust,	"
Read & White,	"
Palmer, Darnall & Co.,	"
Union Gas & Electric Co.,	"
G. A. Ensenberger,	"
Bloomington Canning Co.,	"
Bloom. Cider & Vinegar Co.,	"
Co-operative Stove Co.,	"
R. C. Rogers,	"
Collins Plow Co.,	Quincy, Ill.
Gardner Governor Co.,	"
Eagle Tobacco Co.,	"
T. B. Tait Mfg. Co.,	Decatur, Ill.
Chambers, Bering, Quinlan Co.,	"
Haworth & Sons Mfg. Co.,	"
R. B. Parker,	Lincoln, Ill.
Adam Denger, Pres. B. M. L.,	"
John A. Simpson,	"
Feuerbacher Bros.,	"

Lincoln Coal Co.,	Lincoln, Ill
Lincoln Roller Mill,	"
G. E. Feagans, Pres. B. M. A.,	Joliet, Ill.
Joliet Bridge & Iron Co.,	"
Joliet Mfg. Co.,	"
Joliet Bus. Men's Association,	"
Joliet Warehouse & Trans. Co.,	"
McLean County Nurseries,	Normal, Ill.
D. Bradley Mfg. Co.,	Bradley, Ill.
Bradley Buggy Co.,	"
Joseph Turk Furniture Co.,	"
Powers & Williams,	Streator, Ill.
Streator Mercantile Co.,	"
Retail Merchant's Assn.,	"
L. K. House & Co.,	Champaign, Ill.
Albert Eisner,	"
Golden Rule Dry Goods Co.,	"
J. W. Stripe,	"
John Armstrong,	"
Benjamin Mollet,	"
C. H. Baddeley,	"
H. B. Scott,	"
A. F. Nelson & Son,	"
Watson Faulkner, Druggist,	"
J. Weingarden,	"
D. H. Hoyde & Son,	"
George F. Righter,	"
G. C. Willis,	"
John Heffernan & Son,	"
Bauenbach Bros.,	"
Gulich, Taylor & Co.,	"
Wolf & Lewis,	"
G. L. Baker,	"
H. D. Stoltley & Co.,	"
Joseph Kuhns & Son,	"
Miller Harness Co.,	"
W. H. Stewart,	"
J. W. Mulliken,	"
F. T. Walker,	"
Havana Metal Wheel Co.,	Havana, Ill.
Rock Island Plow Co.,	Rock Island, Ill.
John H. Wells,	Mt. Sterling, Ill.
M. A. O'Neil,	"
J. Breidenbend,	"
Givens & Son,	"
F. H. Earl Mfg. Co.,	Plano, Ill.
Chamber of Commerce,	Danville, Ill.
American Distilling Co.,	Pekin, Ill.
Albertsen & Koch,	"
T. H. Smith Co.,	"
Geo. White Buggy Co.,	Rock Island, Ill.
Ottawa Development Assn.,	Ottawa, Ill.
Priestly Hardware Co.,	Princeton, Ill.
Palmer Bros.,	"
Sugg & Farthing,	Odin, Ill.
J. M. Dace,	"
H. E. Ramsey,	"
Claud P. Ramsey,	Fairman, Ill.
J. F. Rendlemen,	Makanda, Ill.
Fred P. Watson & Bros.,	Mt. Vernon, Ill.
Howard & Casey,	"
E. W. Tooley & Co.,	Nokomis, Ill.
Isaac G. Hubbard,	"
E. D. Hubbard,	"

William Tieffit,	Nokomis, Ill.
Mer. & Fruit Grs. Assn.,	Sandoval, Ill.
Lay & Lyman,	Kewanee, Ill.
C. A. Shilton,	"
I. R. & J. G. Hoffman,	"
Cully Bros.,	"
Spickler & Wabner,	"
The Bess Mfg. Co.,	"
H. M. Smith,	Macomb, Ill.
J. W. Wyne & Bro.,	"
J. F. Grier,	"
M. E. Roark,	"
E. L. Dallam,	"
C. G. Chandler,	"
Senn Bros.,	"
H. K. Smith & Co.,	"
Charles E. Martin,	"
Campbell Bros.,	"
Whitman & Prince,	"
E. L. Allison,	"
B. F. Randolph,	"
Blount & Griffith,	"
Effingham Com. Club,	Effingham, Ill.
Retail Merchants' Assn.,	"
Fruit Growers' Assn.,	Odin, Ill.
Thomas C. Moore, Traffic Mgr.,	Chicago, Ill.
Nat. Assn. Piano Mfgs. (52 firms),	"
Bishop & Babcock Co.,	"
M. D. Wells & Co.,	"
Guthman, Carpenter & Telling,	"
Edwards-Stanwood Shoe Co.,	"

W. J. Davis, Sabula, Iowa; S. Work, Rushville, Ill.; Lesh, Prouty & Abbott Co., East Chicago, Ind.; J. W. Whisler, Ficklin, Ill., dealers in walnut logs and lumber, petition commission to lower rates now in effect, claiming timbers of this kind now available is of poor quality and small value.

	Illinois.		Change to	
	L.C.L.	C. L.	L.C.L.	C. L.
Manure Spreaders, K. D.	1		3	
Small parts boxed.				
American Harrow Co., Detroit, Mich.				
Portraits (not paintings) boxed, net invoice value not to exceed \$10 per package.			2	
Allied Picture Trade Association, Chicago.				

At the meeting of the commission held August 5, 1902, it was suggested that a joint committee representing the shippers and the railroads be held with the view of reaching an agreement that would be mutually satisfactory. This was agreed to and postponement had until Oct. 7, 1902.

SPRINGFIELD, ILL, Oct. 7, 1902.

Office of the Railroad and Warehouse Commissioners.

At the regular monthly meeting of the Board of Railroad and Warehouse Commissioners, the matter of the petition of the Quincy Freight Bureau and other intervening petitions, coming on to be heard, the following papers were filed and ordered printed and the further hearing of the case postponed until Tuesday, Nov. 18, 1902:

1st. The answer of the Illinois Central Railroad Co., by Mr. John G. Drennen, its attorney.

2d. The petition of the Quincy Freight Bureau by Messrs. D. McAfee, its president, and L. B. Boswell, its commissioner, for leave to withdraw its former petition and substitute the one here attached.

3d. The answer of the Chicago, Burlington & Quincy Railway Co., by Mr. Chester M. Dawes, its general solicitor.

4th. The report of the committee on behalf of the petitioners to confer with a committee representing the railroad companies signed by all its members.

5th. The answer of the Chicago & Alton Railway Co., by Mr. William Brown, its general solicitor.

6th. The protest of the Illinois Manufacturers' Association of Chicago, by Mr. F. T. Bentley, chairman of its Traffic Committee, and John M. Glenn, its secretary.

7th. The answer of the Chicago, Milwaukee & St. Paul Railway, by Mr. Burton Hanson, its general solicitor.

8th. Petition of the Commercial Exchange of Chicago, by Jay D. Miller and Charles N. Newton, attorneys.

9th. Petition of the National Association of Merchants and Travelers, by John G. Shedd, general chairman.

10th. Petition of the Decatur Jobbers' and Manufacturers' Association, by Felix B. Tait, president; E. B. Irving, secretary.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

In the matter of the petition of the Quincy Freight Bureau, and others, for revision of the Illinois Classification:

The Illinois Central Railroad Company, by John G. Drennan, its attorney, saving and reserving all rights in the premises, answering said petition and the supplements thereto, and the intervenors therein, says:

1st. It denies in the light of all the facts and circumstances to be considered in the premises that there is any just or equitable reason for revising the Illinois Classification of Freight Rates.

2d. It respectfully submits in the light of the recent increase of wages accorded to its employes that the freight rates charged by it within the State of Illinois should not be reduced or interfered with.

3d. It avers that in the majority of shipments over its road in the State of Illinois the maximum freight rates allowed by the Illinois Classification are not charged, but on the contrary in a majority of such shipments it charges less than such classification would allow.

4th. Further answering, it avers that the present freight rates in Illinois are the result of many years' growth and that the business interests of the State have so adjusted themselves to them that it would work an injustice to many industries for the same to be interfered with or a revision thereof attempted; that it would be unjust in the light of circumstances to be considered for this commission to make the maximum rate that may be lawfully charged the lowest rate that is now charged by the railroad companies in Illinois.

Therefore, for divers reasons the undersigned respectfully submits that the hearing in this behalf should be dismissed.

ILLINOIS CENTRAL RAILROAD COMPANY,
By John G. Drennan, *Its Attorney*.

QUINCY, ILL., Oct. 6, 1902.

To the Honorable Railroad and Warehouse Commission:

Hon. Jas. S. Neville,
Hon. Arthur L. French,
Hon. Isaac L. Ellwood,

Commissioners, Springfield, Ill.

GENTLEMEN: The Quincy Freight Bureau respectfully begs leave to substitute the petition hereto attached, in lieu of one filed with your honorable body May 31, 1902, withdrawing the latter from further consideration:

Our former petition has failed to receive the general support and endorsement of the larger shipping centers, or even a representative proportion of the shippers in this State.

The Illinois Manufacturers' Association, claiming to represent 625 manufacturers, has filed a communication in opposition. Peoria has not endorsed it, and other large communities are silent. The few places which have expressed their views are not fairly representative in number.

The suggestions of the commission to the joint committee were based upon modifying the Illinois Commissioners' schedule.

The Shippers' Committee disagreed with the petition in its form, and failed to adopt it as the basis for negotiations.

The prevailing opinion is that a parity basis with surrounding states is desirable. As this is all we have previously sought we concur in that view, believing it will cover all requirements.

To enable our shippers to participate in the benefits of the alterations of the Illinois schedule, we ask leave to file our amended petition.

In order, therefore, that the question of amending or revising the Illinois schedule of maximum rates and the classification may stand entirely upon your circular letter of March 4, 1902, and subsequent issues, we submit our amended petition and request changes in the classification of various articles as prayed for in it.

THE QUINCY FREIGHT BUREAU,
By Order of the Board of Directors,
D. McAFEE, President.
L. B. BOSWELL, Commissioner.

Quincy, Ill., October 6, 1902.

To the Honorable, The Illinois Railroad and Warehouse Commission:

Hon. James S. Neville,
Hon. Arthur L. French,
Hon. Isaac L. Ellwood,

Commissioners, Springfield, Ill.

Your petitioners, the Quincy Freight Bureau, respectfully request to substitute the following for their petition filed May 31, 1902:

That in considering the amendments to be made to the present Illinois classification, you will grant and allow the classification of articles herein named as outlined under the caption of said articles as they appear in your existing schedules or classification of articles.

ARTICLE.	Present Classification.		Desired Classification.	
	L C L	C L	L C L	C L
Corn planters (horse), K. D.	2		3	
Cultivators, K. D.	2		3	
Corn shellers, hand, S. U. (small)	1		2	
Corn hooks and knives, in bbls.	2		3	
Grain scoops, in bbls. or crates	2		3	
Hay knives, in boxes.	2		3	
Hoes, in bbls., boxes or crates.	2		3	
Rakes, in bbls., boxes or crates, iron.	2		3	
Reaping sickles, in boxes.	2		3	
Scythes, boxed.	2		3	
Shovels and spades, in bbls., box or crates.	2		3	
Ammunition, fixed.	2		3	
Apple or fruit butter, preserves, in glass or stone.	1		4	
Axle grease, in kits.	3		4	
Axes, N. O. S., boxed.	3		4	
Bicycles, crated.	D1		1½	
Canned goods, meats, fruits and vegetables.	4		5	
Cereal products, breakfast foods, when in bbls., boxes or paper packages.	C. L.	when at tariff	rates	
Cutlery, plated, in packages, boxed.			2	
Cutlery, not plated, in packages, boxed.			3	
Forks, barley, hay, manure.				
Grain Cradles, hay, manure.			3	
Scythes snaths.				
Washing machines, hand, K. D.			3	
Locks, all kinds, boxed.			4	
Clay pigeons, in boxes, casks or crates.	3		4	
Copper bolts, nails, rods, wire, rivets, washers, sheets, plates, blanks, tubing, screws and flues.	4		5	
Show cases, boxed.	D1	3	1½	4
Furniture and wall cases, counter, shelving in mixed C. L. with show cases.			2	4
Edge tools, N. O. S., in boxes.	2		3	
Cotton piece goods, in piece, in bales or boxes. Same description as in official and southern classification.			3	
Bolts, in boxes or kegs.	4		5	
Box straps, iron or steel or wire, in pkgs.	4		5	
Castings, N. O. S., in bbls. or boxes, kegs.	4		5	
Clevises, iron or steel, for wagons, etc.	4		5	
Corrugated or galvanized sheet iron.	4		5	
Hay bands, iron or wire, in bbls.	4		5	
Hoop iron.	4		5	
Hinges, iron or steel, in boxes or kegs.	4		5	
Nails or pikes, iron or steel, in boxes or kegs, actual weight.	4		5	
Nails, horseshoe or finishing, iron or steel, in boxes.	4		5	
Nuts, iron in boxes or kegs.	4		5	
Mauls, iron post in bbls.	4		5	
Rivets, iron, in boxes or kegs.	4		5	
Rivets, iron, coppered, in boxes or kegs.	4		5	
Sash weights, in bundles or boxes.	4		5	
Sheet iron.	4		5	
Staples, iron, in boxes, kegs or bbls., plain.	4		5	
Staples, iron, coppered, galvanized or polished, in boxes, kegs or bbls.	4		5	
Staples, wire, in kegs, boxes or bbls.	4		5	
Tuyers, iron.	4		5	
Vises, iron.	4		5	
Washers, iron, in boxes or kegs.	4		5	
Wedges, iron, in boxes or kegs.	4		5	
Wire, barb.	4		5	
Wire, binding or wire ties.	4		5	
Wire, coppered.	4		5	
Wire, galvanized or steeled.	4		5	
Wire, fence.	4		5	
Wire Cloth, released.	4		5	
Wire rope, iron or steel, on reels or coils.	4		5	
Lawn Chairs and Settees, wood or cane, S. U.			1½	
Lawn Chairs and Settees, K. D.			2	
Mechanics' Tools, in boxes or chests.	2		3	
Milk Can Stock, crated and boxed.	3		4	
Oil, lubricating, in tin cans, boxed.	2		3	
Paints, in oil, N. O. S. in kegs, ½ bbls., bbls.	4		5	

ARTICLE.	Present Classification.		Desired Classification.	
	LCL	CL	LCL	CL
Paints, dry or in oil, N. O. S. in tin cans or in tin pails.	4		5	
Paints, Asbestos, Asphalt, Chemical, Lead, Zinc, Zinc Oxide, in oil, in tin cans, tin pails, boxed, crated or packed in bbls.	4		5	
Paints, earth, iron metallic, mineral, or ochre, in oil, in tin cans, or tin pails, boxed or crated in bbls.	4		5	
Paints, earth, iron metallic, mineral, or ochre, dry, in bags, kegs, ½ bbls., bbls.	4		5	
Paper, wrapping, straw, rag or manilla, in rolls, bundles or crates.	4		5	
Paper, wrapping, wood pulp, in rolls.	3		5	
Paper, book white or colored, in bundles, crates or boxes.	4	5	5	6
Strawboard, N. O. S.	4	7	5	7
Galvanized Pump Boxes, crated.	3	6	4	6
Binders' board and plain or lined pulp board and strawboard, cloth board and tar board.			5	7
Envelopes, in cases.	1	3	2	4
Glucose Syrup, not to exceed rate on sugar.	4		5	
Molasses in packages except glass.	4		5	
Pickles, in glass, in boxes, bbls or casks, O. R., including Table Sauce, Salad Dressing, Catsup, Horse Radish, Prepared Mustard, Olives, etc.	4		5	
Sauer Kraut.	4		5	
Shot, in double bags.	4		5	
Emery Cloth.	4		6	
Enameled Ware, iron or steel, N. O. S.	1		2	
Enameled Ware, iron or steel, nested N. O. S., boxed.	2		3	
Felt Roofing, in rolls, bbls. or crates.	4		5	
Fence Posts, wooden, N. O. S.	4		5	
Fence Wire, O. R., wet or rust, rolls, bbls.	4		5	
Flour, in bbls. or sacks.	4		5	
Fruit, dried or evaporated, N. O. S.	4		5	
Glass, window, common, over 80 united inches in dimension.	3		4	
Globes, lantern (glass) in packages.	2		3	
Chimneys, glass, lamp, in packages.	2		3	
Earthenware, Crockery and Queensware, in bbls, carts or hdds.	4		5	
Tumblers, glass, in bbls.	2	4	3	5
Grindstones, mounted.	2		3	
Grindstone, fixtures, N. O. S., in boxes, bbls., or casks.	3		4	
Hardware, N. O. S.	3		4	
Hinges, N. O. S., in boxes.	2		4	
Hinges, iron, bronzed, in packages.	2		4	
Hinges, spring, N. O. S., in boxes, bbls.	2		4	
Hearses, minimum 3000 pounds.	1		2	
Burial Cases, boxed.	1		2	
Hollow-ware, plain or enameled, iron.	3	5		6
Stoves, Furnaces and Ranges, N. O. S. O. R.	3	5	4	6
Stove Furniture, with Stoves, O. R.	3	5	4	6
Stove Boards, Coal Hods, Zinc, Sheet Iron Stove Pipe, Elbows, loaded with stoves, N. O. S.	3	5	4	6
Seeds, N. O. S.	1	3	3	5
Cow Peas (the same as Western Classification).			4	8
Steam Governors, boxed.	2	6	3	6
Steam Pumps, boxed.	3	6	3	6
Air Compressors.			3	6
Lime, Cement, Plaster, mixed or straight.		9		10
Metal Wheels, iron.	3	5	4	6
Iron Castings, N. O. S., in bbls. 15 lbs. or over, wired.	4	6	5	7
Water Pipe.	4	7	5	8
Hyd ants and Valves.	4	7	5	8
Leather, Harness and Sole, in bbls. or rolls.			3	
Leather, in rolls, bbls. or boxes.	2		3	
Harness in bales or boxes.	1		2	
Saddlery and Saddles, in boxes or bales.	2		2	
Harness Hardware.	3		4	
Collars, horse, in sacks, bales or boxes.	1		2	
Boots and Shoes, boxed.	1		2	
Oils, lubricant, linseed, lard, in bbls.	3	5		6
Beer, in wood.	3	5	4	6
Candy, in pails, cases, buckets. 5 cents per pound valuation.	4		5	
Crackers, in boxes, bbls.	4		5	

ARTICLE.	Present Classification.		Desired Classification.	
	L C L	C L	L C L	C L
Woolen Mill Sweeping or Wool Flocks, in bags, sacks, or crates, 200 lbs to each sack.....	1	2	4	6
Same, compressed in bales.....			5	6
Paints, in oil, prepared.....	4		5	
White Lead, in casks or kegs.....			5	
Colors in oil.....			5	
Syrups in bbls., glass or stone.....			5	
Incubators, boxed or crated, K. D. O. R.....	1		2	
Pulleys, sash, in packages.....	3		4	
Sad irons in bbls. or boxes.....	4		5	
Screws, iron or steel, in boxes or kegs.....	4		5	
Shovels and spades, with wooden handles, bbls.....	2		3	
Sportman's flying targets, in boxes or bbls.....	3		4	
Syrup, glucose.....	4		5	
Tacks, iron or steel, in boxes, kegs or bbls.....	4		5	
Tacks, wire, in kegs, bbls. or boxes.....	4		5	
Tea.....	1		2	
Tin plate, N. O. S., boxed.....	4		5	
Tinware, N. O. S., nested, packed in boxes, bbls.....	3		4	
Tobacco, plug, in caddies, two or more strapped together.....	3		4	
Wagons, one horse, boxed or crated, except shafts or poles, minimum weight 1,500 lbs.....			1	
Wagons, two-horse, boxed or crated, except shafts or poles, minimum weight 2,000 lbs.....			1	
Vinegar in wood.....	4		5	
Cans, oil, galvanized iron, also tin, wood, jacketed cans in crates or boxes.....	1		1	
Baskets, iron, nested, galvanized iron or steel.....	1		3	5
Coal hods and scuttles, iron.....	2	5	3	5
Tin pails, or wash tubs, galvanized iron, nested.....	2	5	3	5

RAILROAD AND WAREHOUSE COMMISSION OF ILLINOIS IN THE MATTER OF THE PETITION OF THE QUINCY FREIGHT BUREAU.

ANSWER OF THE CHICAGO, BURLINGTON & QUINCY RAILWAY COMPANY TO THE SEVERAL COMPLAINTS AND PETITIONS FILED HEREIN:

It has been deemed best for a proper understanding of this complex subject to file a statement which shall meet not only the charges contained in the petition, but the arguments contained in the statement of the Quincy Freight Bureau attached to their petition, and which shall set forth the principle which governs the rates now in force by this railway company in Illinois, and the reasons why the same should not be either reduced or modified.

RATES ON FREIGHT CARRIED WHOLLY WITHIN THE STATE OF ILLINOIS.

On January 1, 1891, this company revised its rates on freight carried wholly within the State of Illinois, observing as maxima the rates provided in the "Schedule of Maximum Rates and Charges" prescribed by the Illinois Board of Railroad and Warehouse Commissioners, and since January 1, 1891, the said schedule of rates and charges has not been exceeded on freight carried by this company between points in the State of Illinois.

The said "Maximum Tariff" has never been applied on all this company's Illinois local freight traffic, and the proportion of the total traffic on which said tariff is applied, and the average rate charged on said Illinois traffic has gradually decreased during the period of eleven (11) years since January 1, 1891.

A large proportion of the freight carried by this company is charged at lower rates, which are voluntarily made with the purpose to more nearly equalize commercial conditions as between the many competing market and supply points in this State; to reduce the cost of fuel and raw materials used by manufacturers; to increase and extend the markets for manufactured articles and products of the soil, and to promote the development of industries and the prosperity of communities served by this railway in the State of Illinois.

In the month of August, 1902, we carried 251,938 tons of freight between points in the State of Illinois, for which we charged \$355,828.98. Had this same freight been charged according to the authorized maximum rates, our charge would have been \$464,617.89, the difference being \$108,788.91, or 23.4 per cent.

Since January 1, 1891, the cost of service has not been decreased; on the contrary, it has been very greatly increased by reason of the wholly changed conditions under which railroad transportation is now conducted; the improved quality of service demanded by the public, and now generally furnished by the railroads, and the higher prices which railroads are obliged to pay for labor, material and supplies.

The speed of trains has been increased, and faster trains represent increased expense, because they require straighter tracks, lower grades, better road-bed, heavier rails and more powerful locomotives. Large sums of money have been expended making these improvements, and in providing the numerous safety appliances which are required. The business of this railroad and other railroads in the State of Illinois was originally undertaken with inadequate station buildings, terminal facilities, etc., and these are now being supplied at great cost, and other great expenses of a like character have been incurred.

With few exceptions, the price of all commodities and the price of all kinds of service, personal or otherwise, has greatly increased during the last eleven years, and on no business interest or industry has this general increase of prices fallen more heavily than on the railroads.

The transportation of freight within the State of Illinois cannot be placed under a uniform tariff, naming rates according to distance, without causing one of two results:

(a.) If the rates are fixed on a basis sufficiently low to meet the desires of all shippers and localities, freight will be transported for less than the actual cost of service; all carriers will suffer heavy losses, and many railroads which are dependent largely or wholly on Illinois traffic, for their earnings will be unable to pay their operating expenses and fixed charges, and will therefore be rendered bankrupt: Or,

(b.) If the rates are fixed on a basis sufficiently high to insure the railroads of the State an aggregate return which will cover the cost of service, and in connection with their other incomes will represent a fair return on capital invested, then it will be found that the transportation charges have been increased on a large proportion of the total tonnage moving between points within the State of Illinois, causing great embarrassment and loss to many shippers, limiting their markets and sources of supply and, in cases of certain manufacturers, rendering their future operations impossible except at a loss. Such a tariff would reduce many existing rates, but it would be found that these reductions applied in a majority of cases where reductions were not necessary, while the increase in rates would fall on shippers, particularly on manufacturers, whose business is largely handled under special commodity rates, which have been made voluntarily by the railroads, and the continuance of which would be of vital importance to the individuals or industries or communities concerned.

Any adjustment of freight rates which shall satisfy *all* interested shippers is impossible. It is, and has been, the desire and effort of this company to adjust its rates on a basis fair as between the company and its patrons and likewise fair as between competing shippers and places.

The petitions for a reduction of freight rates in the State of Illinois are signed by and represent a comparatively small number of interested individuals or communities. We believe that not only a majority of the shippers, but a majority of the communities of this State would prefer that the present adjustment of freight rates in this State be not disturbed; and in this con-

nection we call attention to the protest of the Illinois Manufacturers' Association, on file with the commission, and from such manufacturing communities as Aurora, Peru, LaSalle, Moline, Streator, Ottawa, Kewanee, Rock Island, Rock Falls and Sterling.

Any change in the present adjustment of freight rates in this State will change and disturb favorable commercial conditions which have existed for many years and which have been the basis for the investment of capital on a large scale.

The adoption of any lower schedule maximum rates for Illinois traffic will force the railroad to cancel or increase the special commodity rates now in effect, also the class rates which they have published in the interest of manufacturers and producers in this State, because the railroads cannot afford to accept for the service which is now rendered to Illinois shippers any less compensation in the aggregate than is now received.

If freight carried between points in Illinois should be charged according to the official classification, and the rates shown in "Exhibit A," accompanying petition of the Quincy Freight Bureau, the rates between Chicago and Quincy would be as follows:

1	2	3	4	5	6
38½	33	24½	16½	14	11

Such a tariff would advance the rates on many articles now carried under special tariffs between the points named, and would provoke complaint and increase the transportation tax of the shippers interested in the movement of these commodities, without working any considerable benefit to other individuals.

For illustration:

	PRESENT RATE.	WOULD BE.
Castings in car loads	8c per 100-lbs.	14c per 100-lbs.
Packing house products	10c per 100-lbs.	14c per 100-lbs.
Scrap iron	\$1.25 per ton.	\$2.46 per ton.
Apples	14c per 100-lbs.	12c per 100-lbs.
Brick	8c per 100-lbs.	11c per 100-lbs.
Glass, window	10c per 100-lbs.	14c per 100-lbs.
Pig iron	7c per 100-lbs.	11c per 100-lbs.
Iron bar band, etc	10c per 100-lbs.	14c per 100-lbs.
Paper, wrapping	8c per 100-lbs.	14c per 100-lbs.
Stove castings	10c per 100-lbs.	14c per 100-lbs.

Any comparison of rates charged for transportation of freight in the State of Illinois, with rates charged for similar transportation in Michigan, Ohio or Indiana, on the basis set forth in the petition herein, is unfair, inasmuch as the seemingly low rates in those states are made possible by the increased density of traffic upon the railroads in those states. To bring out this fact clearly, and to show the difference in density of traffic, the following table is inserted:

	Gross freight earnings per mile.	Tons, one mile, per mile of road.	Rate per ton per mile.
Railroads in Ohio, Indiana and Southern Michigan (group 3) as per 14th annual report of Interstate Commerce Commission covering year ending June 30, 1901.....	\$7,019 81	1,231,215	.00568
Railroads of Illinois, Wisconsin, Iowa, Minnesota, Northern Michigan, Northern Missouri and North and South Dakota, east of Missouri river, (group 6), as per same report.....	4,848 28	599,576	.00789
C., B. & Q. lines, east of Missouri river, year ending June, 1902.....	6,017 00	709,194	.00781

If the rate per ton per mile earned by the first group were applied to the tonnage of the second group, the earnings per mile for the second group would be only \$3,405.59; and if applied to the C., B. & Q., the earnings per mile in 1902 would be but \$4,028.22,—a sum scarcely equal to its operating expenses.

JOINT RATES WITH EASTERN LINES TO AND FROM ILLINOIS POINTS, SUBJECT TO OFFICIAL CLASSIFICATION.

To points which are located on its line, this company is party to tariffs naming rates from eastern points as shown in "Exhibit B" accompanying the petition of the Quincy Freight Bureau.

These joint tariffs, which apply on both eastbound and westbound business, have been authorized by this company for the following reasons:

(a) The rates were first made by eastern railroads who reached by their own lines various important points in the State of Illinois, including Peoria and East St. Louis, and who sought to create for the Illinois points reached by their own rails, and incidentally for themselves, an advantage over other Illinois points not reached by these eastern railroads, and an advantage over the western railroads by thus extending, subject to percentage increases as stated in "Exhibit B," the rates then applicable to traffic between points east of the Indiana-Illinois state line.

(b) Merchants, manufacturers and producers in Northern Illinois, likewise the shippers and receivers of freight at points in the middle and southern portions of the State not directly served by eastern railroads, realizing their disadvantage under this adjustment of rates, made request on western railroads (on whom they depended solely for their transportation facilities), that they effect an arrangement with eastern lines under which rates of the east might be equalized as between all points in the State of Illinois standing in like geographical relation, thus removing the advantage which existed in favor of points directly served by the so-called eastern railroads.

(c) It is and has been the policy of this company to insure to the merchants, manufacturers and producers in the territory served by its lines in the State of Illinois, as low rates on incoming shipments of general merchandise, also on fuel and raw materials for manufacturers and as low rates on outgoing shipments of manufactured goods and the products of the soil, with access to as many markets, as might be enjoyed by the same class of people located on any other railroad in the State of Illinois; and in line with this policy, and yielding to a general demand on the part of its patrons, this company has, from time to time, established both eastbound and westbound joint rates with eastern lines, subject to the Official Classification, some of which rates are shown in "Exhibit B," accompanying the petition of the Quincy Freight Bureau, and some of which are not shown therein.

These rates are not "to the damage and detriment of shippers in the State of Illinois," as stated in petition of the Quincy Freight Bureau; on the contrary, they are of immeasurable benefit to the people of this State. They benefit the manufacturer by reducing the cost of raw material, and greatly extending the territory in which his products may be distributed under favorable rates; they benefit the merchant and consumer by reducing the cost of transportation of those articles of merchandise which must of necessity be shipped from points in the east, and they benefit all individuals interested in the production and handling of grain and other farm products, by admitting the direct competition of eastern markets, and placing the producers at every point in the State on relatively the same basis.

As previously stated herein, and as is proved by a comparison of the density of traffic between eastern and western roads, this company can not afford to furnish the service required in the transportation of local Illinois freight traffic for any less compensation than is represented by the maximum rate schedule which has been authorized by this board (subject to the exceptions which have been voluntarily made), and any readjustment of Illinois rate based upon the proportions received by it in the divisions of eastern interstate traffic would be manifestly unfair and ruinous.

Had this company been inclined to disregard its interest in the future prosperity of the territory served by its lines in Illinois, or to deny any obligation to furnish its shippers with transportation facilities equal to those enjoyed by shippers located on other roads and in other parts of the State, this company would have declined to make these joint tariffs with eastern lines, because they do not afford proper compensation for service performed; on the contrary, they represent a loss which may or may not be compensated by this company's share in the increased prosperity, and the more rapid development of agriculture and manufacture, which may result from a liberal policy in the making of freight rates, particularly those rates which increase the markets and sources of supply, and affect the movement of, and the rates upon, the products of the country and the raw materials used by manufacturers.

JOINT RATES, OVER TWO OR MORE ROADS, BETWEEN ILLINOIS POINTS.

It has not been thought that the commissioners have the power under the law to establish joint tariffs asked for in the petitions herein, and in consequence it has not been deemed necessary to enter into that subject.

CLASSIFICATION OF FREIGHT.

The so-called Illinois Classification is now used on freight shipments between points in the State of Illinois and is better suited to existing conditions than would be the official classification, which was originally compiled by railroads operating in eastern states, and adjusted to the conditions under which freight traffic is handled in a more populous territory, and where there is greater density of traffic, where the character of freight and conditions surrounding the transportation of freight are widely different.

The use of the official classification into the State of Illinois by railroads whose greater mileage is in the eastern states, is not reason for asking this railroad and other railroads which have no mileage east of the Illinois-Indiana state line, to adopt the official classification, or any other classification which is framed according to conditions surrounding the transportation of freight in the eastern states; because railroads operating in this State have been forced in meeting the competition of those eastern roads, to adopt this official classification on interstate traffic, as it is impracticable to meet such competition and use a different method of classification.

Recognizing the advantage and desirability of uniform classification of freight by western roads, we recommend the substitution of the western classification for the Illinois classification, calling your attention to the fact that it is framed especially to meet the conditions to which the transportation of freight is subject in the middle western states and has been adopted, and is now being used for local business in the states of Wisconsin, Minnesota, North Dakota, South Dakota, Nebraska, Missouri, Kansas, Colorado, Wyoming and Montana.

In concluding this statement, we desire to emphasize the fact that the rates in Illinois on wheat, corn, cattle, hogs, lumber and coal are as low, or lower, than the rates in other states similarly situated, on the same commodities, and to show the vital importance of the manufacturing industries of this great State, and the extent to which these industries are served by the Chicago, Burlington & Quincy Railway Company, the following figures are quoted from the 12th census of the United States:

Capital invested in manufacturing industries of the State of Illinois.....	\$ 776,829,508 00
Annual cost of materials used	739,754,414 00
Value of annual production	1,259,571,105 00
Number of manufacturing establishments.....	38,360
Number of employees.....	395,110
Wages paid per year.....	191,510,962 00

These figures for 1900 represent increases over the United States census figures for 1890 as follows:

Capital invested.....	54.7 per cent.
Cost of materials used.....	39.8 per cent.
Value of annual product.....	38.6 per cent.
Number of establishments.....	87.3 per cent.
Number of employes.....	41 per cent.
Wages paid.....	24.4 per cent.

The census report does not show these figures for each city and town, but tabulates them by counties, and in the counties where the lines of this company are located there are 29,149 manufactories, or 75 per cent of the total, representing capital \$706,473,391.00, or 90 per cent of the total.

Surely these figures in themselves are stronger than any other argument which could be adduced, to prove that the State of Illinois is not burdened by unfavorable freight rates. No such result could have been accomplished unless the railroads had, as is hereinabove asserted and proven, promoted the prosperity of this State by all reasonable and proper means.

Respectfully submitted,

THE CHICAGO, BURLINGTON & QUINCY RAILWAY COMPANY,
By CHESTER M. DAWES, *General Solicitor*.

To the Honorable, the Chairman and Members of the Railroad and Warehouse Commission:

GENTLEMEN: The committee appointed at your August session, 1902, to represent the shippers of the State of Illinois in the matter of a proposed revision of the schedule of maximum freight rates in the petition of the Quincy Freight Bureau, et al., beg leave to report to your honorable body the following:

Shortly after the appointment of the committee of shippers a meeting was held pursuant to a call issued by the chairman at Bloomington. Every member of the committee was present. (On account of other business engagements Mr. Whitmer tendered his resignation to the committee, and in his stead Mr. B. F. Harber, of Bloomington, was elected to fill the vacancy upon the committee caused by Mr. Whitmer's resignation, and he was elected chairman of the committee.) It was the sense of the meeting that a joint meeting of the committee and the committee representing the railroads of the State be arranged by the chairman in an effort to see if the differences between the shippers and the railroads could not be settled by an agreement to be recommended to this commission.

Two joint meetings were held in Chicago at the office of Mr. Horace Tucker, the first one on the 3rd and 4th days of September, the second on the 12th day of September, 1902. This committee asked the railroad committee to agree upon a recommendation as to maximum rates and classification of freight to your commission, which would place all the shippers of Illinois upon a parity with the shippers of Ohio, Indiana and Michigan, the recommendations to be in the nature of a general reduction of the maximum freight rates and a revision of the present classification in such manner as the needs of the public demand.

The proposition of the Shippers' Committee was rejected by the Railroad Committee, and counter propositions in the shape of local concessions were made by the Railroad Committee. These propositions required the present schedule of maximum freight rates to stand.

This in the judgment of the Shippers' Committee would work a manifest injustice to all the smaller shippers of the State and the cities not included in the local concessions offered by the Railroad Committee, as well as being a gross imposition upon the people of the State of Illinois.

Your committee further reports that it is their opinion that the Shippers' and Railroad Committees will never be able to reach an agreement to recommend to the commission.

This committee recommends to the commission that in view of the fact that many of the shippers are opposed to the adoption of the Official Classification in the State of Illinois.

(1). That the present Illinois Classifications be permitted to stand, with such revisions as the honorable commissioners may see fit to make in the common interest of the people of the State.

(2). That a reduction of the present maximum schedule of freight rates be made that will place all the shippers of the State upon an equal footing with the shippers of Ohio, Indiana and Michigan.

(3). That a reasonable rule governing joint tariff where freight is hauled over two or more lines should be promulgated by this commission.

(4). That in adopting a revision of the maximum schedule of freight rates the fractional cents should be omitted.

This committee further represents to this honorable commission that its members have devoted a great deal of time and study to the points at issue in this proceeding and believe that an adoption of the recommendations herewith submitted would alleviate the present situation; that it would put all shippers of the State upon an equal footing with those of Ohio, Indiana and Michigan; that it would abolish discrimination in favor of certain localities within this State and relieve the people of the State of an unjust burden, which they have been carrying for many years.

Respectfully submitted,

B. F. HARBER,
GEORGE W. MUELLER.
HENRY A. DIRKSEN.
A. M. LEGG,
E. S. THOMPkins,
C. S. JONES,
L. B. BOSWELL,

Committee.

RAILROAD AND WAREHOUSE COMMISSION OF ILLINOIS.

IN THE MATTER OF THE PETITION OF THE QUINCY FREIGHT BUREAU.

ANSWER OF THE CHICAGO AND ALTON RAILWAY COMPANY TO THE SEVERAL COMPLAINTS AND PETITIONS FILED HEREIN:

To the Honorable, the Illinois Railroad and Warehouse Commission:

For answer to the original petition and intervening petitions filed herein, the Chicago & Alton Railway Company begs leave to adopt as its answer herein the communication of F. A. Wann, General Freight Agent of the Chicago & Alton Railway Company, to the Secretary of the Railroad and Warehouse Commission, dated May 29, 1902, which is as follows:

MR. WILLIAM KILPATRICK,

Secretary Railroad and Warehouse Commission, Springfield, Ill.

DEAR SIR—In the matter of the proposed conference called for June 3, 1902, to consider proposed "Revision of maximum rates and classifications" this company begs leave to earnestly protest against any deductions in either the classification or rate schedule.

The present maximum rates are certainly low enough and any reduction in them would be a hardship to the carriers without any material benefit to the shippers or the community at large. The present classification made up as it is of the lowest ratings in any of the classifications in use, should be revised and made as nearly as practicable the same as the present Western Classification which is brought to its present consistent reasonable effectiveness by careful consideration of the conditions and the requirements of all shippers.

The interstate rates made from time to time by all lines, doubtless in many cases pay the carriers less than the Illinois schedule rates for the distance hauled, and are necessary to enable the manufacturers and small jobbers in the interior to buy and sell in competition with the large jobbing and manufacturing centers.

I trust the honorable commission will give this matter full and careful consideration and feel confident it will find the conditions of such a character as to obviate the necessity for reduction in the present schedule, believing such action to be to the best interest of all concerned.

We have every confidence in the belief that the commission after hearing from manufacturers located on this line at Joliet, Pontiac, Springfield, Bloomington, Alton and many other important stations, will decide that the interstate rates in effect via this line are not against the interests of the communities which we serve or of the State at large, as if such through rates are to cause a reduction in the State schedules, we would prefer to cancel through tariffs in numerous instances where they are not made necessary by the Federal laws.

And further answering, the Chicago & Alton Railway Company begs leave to refer to the answer of the Chicago, Burlington & Quincy Railway Company filed herein and to adopt the same as its answer, except wherein the same refers to the special conditions applicable to that company; and it makes the answer of the Chicago, Burlington & Quincy Railway Company an exhibit to its answer.

And having fully answered, it prays to be hence dismissed, as in duty bound it will ever pray.

THE CHICAGO AND ALTON RAILWAY COMPANY,
By WM. BROWN, *Its General Solicitor.*

To the Honorable Board of Railroad and Warehouse Commissioners of Illinois:

The Illinois Manufacturers' Association, representing over six hundred and twenty-five of the leading manufacturing concerns of the State, has certain petitions pending before you in reference to the proposed revision of the classification and schedules of reasonable maximum rates. We have had representatives present at all the meetings you have held.

It was our understanding that, when you at your August 5th meeting directed the shipping interests to appoint a conference committee to meet with a similar railway committee, the Shippers' Committee was to represent all the interests having petitions pending before your honorable board, and that after agreeing among themselves, they were to meet the Railway Committee and try to harmonize the existing differences.

The Shippers' Committee as appointed failed to give representation to our association and the interests of the State north of Peoria, this territory containing more than one-half of the population of Illinois. We therefore desire to enter our protest that the Shippers Committee as constituted is only a sectional committee, representing a minority interest in the State; does not in any way represent our interests, and such being the case is not entitled to any general standing before your board, and any agreement made by them with the railways should not be considered as representing the entire interests of the State as intended by you.

We are thus compelled to take separate action and we therefore petition you not to abandon the Illinois classification and substitute either the official or western classification, but rather to continue the present classification, with such amendments from time to time as will serve to keep it in line with the needs of the public, as we believe the various state classifications are a great protection to the shipper at large against insidious advances in railway transportation costs through medium of advancing the classification. And further, your classification with its ten classes is better suited to the needs of the State than the official particularly, which has six classes only.

As regards the petition pending before you for reduction of the maximum scale of rates, we desire to call your attention to the fact that the largest manufacturing interests of the State lie in the territory unrepresented by the conference committee. This is largely due to the fact that in early days manufacturing interests grew up near Lake Michigan and along the Mississippi River, and scattered along the waterways in the north half of the State to take advantage of their water power. As the State has grown, these manufacturing interests have all kept pace, and the railway companies have volun

tarily fostered these industries by making low commodity rates, both on their raw material and finished product outbound, to enable them to meet competition from other territories, until probably more than two-thirds of the entire railway tonnage of the State is moved on these voluntary low rates, which are much lower than the maximum schedule of rates prescribed by you. It seems to us, therefore, that in considering the plea that your scale of rates is too high, to arrive at a just decision it will become necessary to take into consideration these voluntary low rates, the good effects of which are participated in by practically every citizen of the State, and that the fair method to arrive at the conclusion is to ascertain whether the average weight per ton per mile of revenue, taking into consideration the density of the volume of traffic, in the State is greater than the average of the surrounding states. If so, we would favor a reasonable reduction, so that our citizens will not be compelled, in marketing their goods, to be at a disadvantage with their neighbors in other states.

Respectfully,

ILLINOIS MANUFACTURERS' ASSOCIATION.

Attest:

JOHN M. GLENN,
Secretary.

F. T. BENTLY,
J. J. WAIT,
O. F. BELL,
C. T. BRADFORD,
JOHN T. STOCKTON,
A. G. JONES,

Traffic Committee.

To the Honorable Board of Railway and Warehouse Commissioners of the State of Illinois:

ANSWER OF THE CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY TO THE COMPLAINTS OF THE INDIANAPOLIS BRIDGE AND IRON WORKS, ET. AL., R. SETEN & SON, THE QUINCY FREIGHT BUREAU AND OTHERS.

I.

The complaint of the bridge and masonry contractors is that because railroad companies cannot undertake to contract to transport and deliver freight at destination within a specified time, there should be no rule or limit to the time allowed them for unloading their material from the cars: that this unlimited or extended rule should be granted for the further reason that it is sometimes muddy and the roads are soft. Very little need be said in opposition to this complaint, except to call attention to the fact that a compliance with the request will be in the nature of special legislation, the only justification of which is the frequent bad condition of the roads, and that shippers are not equipped with the proper means of handling property which they ship. The duties and obligations which common carriers are under to serve the public with due diligence, not only in transporting loaded cars as promptly as may be, but in furnishing empty cars to those who wish to ship with reasonable promptitude and diligence, and that it is necessary to have and enforce reasonable rules with these duties and obligations in view, furnish complete answers to this complaint.

II.

As to the demand of the Quincy Freight Bureau and others. Joint Rates.

The law under which this investigation is being made is understood to require the railway company to establish reasonable maximum rates which shall be applied without favor or discrimination. When such reasonable maximum rates have been ascertained, it is supposed that under certain cir-

cumstances and conditions, the carrier may accept less. If a railroad company has a rate locally for fifty miles, they shall not charge more than the maximum schedule, but if another shipper ships over the same line the same class of freight for some other consignee located at some other station on a connecting line of the initial road, the initial road is asked to accept less than it did in the first instance, thus carrying for one person for less than it did for another person.

As to classifications:

There are three principal classifications in general use, applying on interstate traffic. The Official, which is used by lines east of the Mississippi River and north of the Ohio: the Southern, which applies south of the Ohio River, and the Western, which applies from Chicago and St. Louis west to the Pacific coast. For more than ten years there has been more or less of an effort made to harmonize these classifications and to reach a common basis, which should be applied throughout the United States, the Dominion of Canada and the Republic of Mexico. After many years of efficient effort a committee of fifteen traffic men, after long effort succeeded in reaching an agreement. During the labors of that committee it was generally understood that if a uniform classification was made to apply on interstate traffic, that the various states should also adopt it, thus securing entire unanimity throughout the United States. A unanimous report of this committee was made possible by mutual concessions of the various contending interests, the western roads accepting many reductions because in many cases it was recouped or in part so, by corresponding concessions of other interests. This uniform classification would have been adopted throughout the entire country, on interstate traffic, and doubtless approved by the various state authorities, had it not been finally defeated by the ultimate refusal of one, or possibly two, eastern trunk lines to accept the work of the committee. Ever since that time there has been a continuous pressure on western roads to accept the Official classification in every case where it is lower than the Western, with the result that necessary approaches to uniformity are made wholly at the expense of the western roads. As a matter of fact all of the recent changes of the Illinois classification have been made wholly at the expense of the western roads. This petition therefore means that the work shall be completed; that a classification made by the older and eastern railroads, in which the object was the introduction of eastern manufactured goods into western territory is now being pushed by the interests which have more to lose by that policy than any others. It is well known that the constant effort of eastern manufacturers is to dispose of their surplus products in the west, and that eastern railroads have always found it to their interests to shape their tariffs and classifications with this in view. It is now the purpose of the complainants to facilitate this movement by a material reduction of rates and classification, so that eastern manufactured goods may be brought into the State to distributing points on the lowest available through rates, and then be distributed throughout the entire State at greatly reduced rates.

As to complaint that the maximum rates in Illinois are unequal, unjust and too high, and the demand for scale of rates described as exhibit "A:" No attempt has been made to show that they are too high, or that they yield an unreasonable profit to the carrier. In the absence of such proof or of any assumption to that effect, attention may be called wholly to matters of comparison but no just conclusion can be reached by this means, unless the character, purpose, necessity and circumstances under which such rates were made are duly considered.

Exhibit "D" of the Quincy Freight Bureau complainant attempts a comparison between present maximum rates of Illinois, Indiana and Iowa. In their annual report for the year ended June 30th, 1881, the Illinois Railroad and Warehouse Commission says:

"It is not the purpose of the commissioners to enter into an argument in justification of the revised rates; the schedules speak for themselves and must stand or fall upon their merits.

A comparison of the rates with those fixed in other states under laws similar to ours show that the rates fixed by the revised schedules are materially lower than in any other western State * * * The revised schedules as finally agreed upon show an average reduction of rates below the old schedule on all leading articles of nearly thirty per cent."

In their report of the following year the commissioners show that additional reductions were effected by revision of classifications. I am unable at this time to state the amount of reduction involved in the report of 1882, but the classification of Illinois has been, on several occasions, subsequently reduced, until now it is admitted as a general thing that the classification of Illinois averages lower than any other classification in the Mississippi valley.

It is alleged by the Quincy Freight Bureau complainants that since the last general revisions of Illinois rates, conditions surrounding the general maximum rates have changed. Traffic within the borders of this State was not so great. Railroads were not as well equipped to handle freight and passengers. Population was less dense. Towns and cities of less size. Manufacturing was not as great in volume and tonnage as at present. The size and capacity of engines, also freight and passenger cars was much less than at present. The minimum of expense was greater. Roads and bridges were not as well ballasted and built. Trains could not be as heavily loaded.

Assuming these allegations to be in part true, no reasonable persons can be led to believe that the cost of operation has been reduced thirty per cent since 1881. Furthermore, nothing but the bare assertion has been advanced to prove that the volume of local business in Illinois has increased.

In their report for 1886 the railroad commissioners of Iowa, in commenting upon the difference between the gross receipts and operating expenses say:

"A very moderate reduction in rates would wipe out the difference between this amount (operating expenses) and the earnings. A decrease of twenty per cent in the hours of labor or a corresponding increase in wages would go far enough to accomplish the same result. Either of these would leave the owners of the property without any return for their investment."

This testimony, coming as it did voluntarily from constituted authorities, who had access to the accounts of the railroads in the State, ought to carry great weight, but notwithstanding this pronounced statement we find that the maximum rates of Iowa were two years later reduced from thirty-five per cent to forty per cent, from which the inference may fairly be drawn that the purpose of the Iowa Commission at the time of the greatest reduction was to throw the burden, or at least an undue portion of the burden of the operating expenses upon interstate traffic, or tax interstate traffic for the benefit of local shippers. The thirty-five or forty per cent reduction referred to was made by a decision of two of the three members of the commission, the other member dissenting from sweeping reductions.

In 1894 the principal roads in Iowa petitioned the commission of that State for an advance in rates. The matter was heard and elaborate testimony was submitted. One of the commissioners assented to the petition, and in his minority report submitted a schedule of advanced rates which he believed should be conceded. In this report he said:

"I have given careful and deliberate attention to the claim of the railway companies, that justice to them and their interests elsewhere required that the local business of Iowa should bear a greater portion of the cost of operation than it now does. Should the local Iowa business be done at a loss and the general business of the railways be profitable, the Board of Commissioners or a judicial tribunal would hardly feel justified in insisting upon a continuance of the relation."

The majority of the commissioners, however, in refusing to grant the petition based their views chiefly upon the statement that:

"The present is an inopportune time to take up the matter of revision or advance in schedules."

and the petition was thereupon dismissed.

We have thus before us two of the schedules which have been used for comparative purposes. The Illinois schedule which is a maximum schedule, ^{but} by no means a minimum schedule, shows that rates have been reduced a given period since 1881 fully forty per cent, in which time it is im-

possible for any one to truthfully say that the cost of operation has been reduced to that extent.

The Iowa rates are maximum as well as minimum. The peculiarity of the law is such as to make them absolutely minimum rates, and the law under which these rates were made should have been described as an act "to compel all manufacturing interests to get out of the State." It is notorious that since the law of 1888 every important manufacturing industry has moved away from the State; that there remains but a few minor interests in the interior, which are all of a strictly local character. Whereas the present maximum rates of Illinois are precisely as stated by the complainant in the following language "that it is used by the railroads of Illinois only to govern in cases and is not the basis generally adopted and practiced by them." It is not in order now to question the wisdom of Illinois legislation on the subject of rates; it is sufficient to call attention to the fact that the law requires the commission to make a scale of reasonable maximum rates for the State; the State thus assuming to leave the carrier at liberty to make such rates as low as will, in their judgment, best promote the interests of the State, consequently the railroads themselves provide always that they shall not charge in any case more than the maximum schedules, and Illinois railroads have been prompt in recognizing and acting upon the evidently intended provision of the law.

The petitioners allege that there has been a large increase in population and of traffic, which result could not have been reached under an unfriendly policy or excessive rates, in fact it could only have been made possible by the widest liberality upon the part of the carriers.

III.

Exhibit "A" Attached To The Complaint.

The rates as shown in this exhibit as being Indiana rates, and as being a fair criterion as to what local maximum rates in Illinois should be, are not in fact tariff rates; nor are they what they are represented to be by the complainants in this case. A brief examination of this exhibit will show that the rates thus named are a minimum scale, below which it is agreed by the railway companies in the Central Traffic Association territory that they will not go. It will show that they are not constructed with reference to cost or value of the services to be rendered in the transportation of freight. Furthermore, the various tariffs which will be presented show that the rates in exhibit "A" are not standard rates. In order to obtain an accurate view of the rates applied generally in the states east of Illinois, it is necessary to understand the entire rate situation throughout the country between the Mississippi River, Dubuque to Cairo, inclusive, and north of the Ohio River and the Atlantic seaboard.

The process by which rates in this eastern territory have reached their present condition, commenced in 1870 or thereabouts. There was at that time but four eastern roads recognized as trunk lines, the Pennsylvania, New York Central, Erie and Baltimore & Ohio. These roads had at that time auxiliary lines which reached Chicago, or various points on the Mississippi River. The Chicago lines were in direct competition with canal and lake competition between New York and Chicago. There was a continued struggle between the rival water and all-rail carriers. The trunk lines which did not reach Chicago directly, or by auxiliary connections struggled with their rail connections for rates which would put their roads on an equality with the New York-Chicago lines. This was settled measurably in the early 70's by the adoption of what has been known as the McGraham scale. Given a rate, New York to Chicago, the roads from New York to interior points west of the western termination of the trunk lines took a certain percentage of the entire Chicago rate. This system has continued up to the present time. during which period the number of trunk lines has increased, and the number of auxiliary lines has increased until each one of the eastern trunk lines reach almost every competitive point in the middle west, up to

and including the Mississippi River. A map showing this rate adjustment will be presented to you, from which it will be seen that there has been much gerrymandering. Each district or community has struggled to get on the lowests available percentage basis.

This percentage theory of making rates had for its prime object the keeping away from Chicago all traffic, where it would be made tributary to lake competition. Theoretically the scheme is just. It gives to each locality, approximately the benefit of its nearness to the Atlantic coast points. The eastern trunk lines have been able to compel their auxiliary lines to join them in fixing the rates, which are the result of the McGraham scale, even when such auxiliary lines are known to be doing business at less than cost of operation, and even at the present time such auxiliaries, which are under the dominion of those eastern trunk lines are being operated at a loss, because this system of rate making is forced upon them. Many of the trunk lines have become the owners of what were originally their feeders, and they maintain those rates to the present time, allowing their connections only substantially a division of the rate.

When the Interstate Commerce Act was passed, it was found that the McGraham system of rates was a preventative of legal discrimination in the meaning of the act, and this system has been still further confirmed, and greatly elaborated. The rate from New York to East St. Louis was made 116 per cent of the rate from New York to Chicago. After the Interstate Commerce Act was passed, it was necessary to make rates from seaboard points to the principal distributing points that should bear a just relation to the rates from the seaboard to district points, such as the Mississippi River, and to make rates from such remote points to the western boundary of the territory enclosed in this policy.

To illustrate: The rates from the seaboard to Buffalo, Cleveland, Detroit, Indianapolis and any other such points should have a just relation to the rates from the seaboard to St. Louis, Hannibal, Burlington; and, again, the rates from the seaboard to Buffalo, and the local rate from Buffalo to Cleveland, and the rate from Cleveland to Quincy should, in the aggregate, bear a fair relation to the rate from the seaboard to Quincy. In other words, the adoption of the McGraham scale for through business from the seaboard to all interior points in Central Freight Association territory, and to the western terminals of the eastern freight association has been such as to prohibit what would otherwise be considered a reasonable basis of rates has compelled the adoption of comparatively low rates between such places as Cleveland, Cincinnati and Decatur, Illinois, or Detroit and Jacksonville, and so on indefinitely.

The policy of the financially strong eastern trunk lines of forcing their manufactured products into the western markets and of drawing western products from lake competition has been accomplished by reason of the control which the strong eastern lines have been able to exert over their weaker western connections, and has been made further possible by the ultimate ownership of many of the western lines, so that those western feeders are compelled in many cases to do business at a loss for the greater benefit which would accrue to the eastern lines and it is to be kept in view that all this complicated system of through rates, east and west bound, no matter what through rates are made between the Atlantic seaboard and points west of Buffalo and Pittsburg, the eastern trunk lines always get the same rate in cents per 100 pounds.

It has been found, in consequence of this elaborate system of east and west rates, that rates for short intermediate hauls in Central Traffic Association territory are necessarily low, if the long and short haul provision of the interstate commerce act is observed. It was found that this condition led to demoralization and as a partial preventative the rates of the so-called Exhibit "A" were adopted as a minimum rate, under which no one would go under any circumstances. The rates in that exhibit were drawn up after careful investigation, and were so framed as to as nearly as possible meet existing contingencies, but they do not afford even a small light on the subject of what is a fair reasonable rate.

The complainants in this case ask that they be adopted as the maximum rates of Illinois. For the purpose of showing the unreasonableness of this

proposition, or of any one approximating it, there will be submitted to you, in proper order, a statement showing the actual maximum rates of Indiana, and another one showing the relative density of traffic on the the New York Central Railroad and on the St. Paul Railroad for the year 1900, the last available statistics of this kind, together with a scale of the maximum rates charged by the C., M. & St. P. in Illinois, and the maximum rates charged by the New York Central from which it will be seen that in 1900 the C., M. & St. P. had 6,596 miles of road with a total number of tons moved on that mileage of 18,010,683, which reduced to mile tons was 3,639,977,191, which was equal to 551,846 tons per mile for each mile of the road owned and operated. During the same period the New York Central had 2,817 miles of road. The total number of tons moved over that road during the year was 37,586,496, or 6,117,572,625 mile tons, equal to 2,171,662 mile tons per annum for each mile of road. The statement will also show that the St. Paul Company handled during the year 2,730 tons of freight, regardless of the distance hauled, for each mile of operated road, while the New York Central moved 13,342 tons for each mile of road. The St. Paul Company having 134 per cent greater mileage than the New York Central and handled 52 per cent. less tons of freight.

The statement will also show that for 50 miles haul the St. Paul Company gets, under its maximum schedule of Illinois, 29.14 for first class freight, while the New York Central receives 28 cents for the same haul. It shows that for 100 miles the New York Central may get 51 cents on first class freight, while for that distance in Illinois the St. Paul company is permitted to get only 38.54. It shows that on the long haul of 350 miles the New York Central is permitted to charge 60 cents on first class freight, while the St. Paul Company in Illinois cannot charge more than 58.28. In other words, the rates which the New York Central is permitted to charge with its enormous mile tonnage per annum are greater than the rates which are now charged by the St. Paul Company under the existing maximum freight tariffs.

The comparison with the business of the Pennsylvania road is substantially the same as the foregoing. The Pennsylvania in 1900 operated 3,648 miles of road. The total tons handled by that company during the year was 101,129,383 which reduced to mile tons reached the enormous sum of 8,726,462,614 mile tons, equivalent to 2,392,122 mile tons per annum for each mile of road.

The St. Paul Company had 80 per cent greater mileage than the Pennsylvania Company and moved 82 per cent. less tons of freight.

You will find submitted in proper order tariffs of the Michigan Central, Southern Indiana Railway, C. I. & L. Ry., Evansville & Terre Haute, Cincinnati, Hamilton & Dayton, Detroit, Lansing & Northern, Chicago, West Michigan, Flint & Pere Marquette, from which it will appear that all of these roads have been and are charging rates on their local traffic largely in excess of the so-called rates in Exhibit "A," which totally disproves the reliability of exhibit "A" for purposes of information or justice.

IV.

An attempt has been made to show that certain rates in Indiana and Ohio are less than the present maximum rate of Illinois, and to show also that freight is being carried from the east to interior towns and cities of Illinois, at a lower rate for the distance than is charged for an equal haul in the State of Illinois. This fact is the only reason given in support of a request for the reduction of the Illinois maximum scale, and constitutes the only proof that the local rates in Illinois are excessive.

In the original application of the percentage system, previously referred to, the rate from New York to Quincy was 122 per cent of the rate from New York to Chicago. After long effort these rates from New York to Quincy were reduced to 116 per cent, the same as from New York to St. Louis. This was followed by further demands for corresponding reduction of rates from Central Traffic territory, to Quincy, and was refused, because it would only add to the complications which already existed to too great an extent, and would establish too low a rate on shipments from middle states to Quincy as compared with rates charged in Illinois for equal distances. Whatever jus-

tice there may be in the demand for lower rates in Illinois because lower rates are charged on interstate traffic for the same or greater distances than are charged locally in Illinois, this much may be said, namely: That the Illinois railroads have done everything they could do by the exercise of ingenuity to foster and maintain all manufacturing and mercantile interests in the State. This has been done, not always voluntarily, but generally so, but always at the request or demand of Illinois shippers, and because their requests have been granted, often at great expense and sacrifice to Illinois railroads, these very rates so made constitute the only possible argument in favor of a further reduction in Illinois, and if the request should be granted the trouble of Illinois railroads will not be remitted, but will be greatly enhanced. There are lower rates from the east into Illinois than the Illinois rates and are made for the purpose of supplying the needs of manufacturing centers throughout the State, and these rates are all made up on the long and short haul theory. For example, the rate on a given article from Cleveland, Ohio, to Burlington, must not be less than the rate from Cleveland to Sciota, a local station on the T. P. & W., between Bushnell and LaHarpe, because the long and short haul clause applies, and the Burlington rate must not be lower than the rate to Sciota.

There are a numerous number of prosterous cities and towns on north and south lines in Illinois which are not intermediate points between the east and west, to which these low rates apply, but it is proposed, in order to help the Quincy and other manufacturers and dealers to reduce the rates from all Illinois points to all stations north and south and to reduce classifications, which means a still further reduction, so that the companies which ship into Illinois under the long and short haul clause may reship or consign freight to the innumerable cities and towns north and south of such places and let the products of the eastern roads in on a still lower basis than now. This complaint might well be described as an attempt of certain communities to increase their commercial difficulties by letting in goods from other states at still lower rates than now prevail.

The rates of Iowa are also shown for the purpose of comparison. It will be shown from various statements in this case that for some distances the Illinois rates are greater than the Iowa rates and vice versa. It has been shown that Iowa rates are both maximum and minimum. The rates of Illinois, or whatever rates may be made by your honorable commission for Illinois will be maximum only. The railroads will still be supposed to make lower rates whenever the exigencies of the case warrant, the presumption being that the people are to be protected against high rates, but there is to be no protection to the railroads against low rates. But whatever may be done by your honorable commission in regard to the maximum rates of Illinois, if the prayer in this petition is granted and a material reduction is made, the railroads in interest will have to make a minimum, and no matter how low such scale may be, the result must inevitably be the same as in Iowa. It is impossible to afford such protection to mercantile interests in Illinois by an inflexible tariff. If all the railroads in the State ran north and south parallel to each other, or for that matter east and west, an inflexible tariff applied uniformly on all traffic might protect all interests, but roads cross each other at short distances and in every conceivable direction, often overlapping each other, and the business in the numerous towns in the State cannot be protected by an inflexible scale of rates. It is not the nature of the rates in Iowa that has driven industries to Illinois and the east, but it is the inflexible character of the rates.

In their report for the year ending June 30th, 1881, the Railroad Commissioners of Illinois say in regard to the 30 per cent reduction:

"They (the commissioners) endeavored, as far as possible, to protect every interest and industry and to do justice to all sections of the State; the non-competing as well as the competing points; the sections remote from market and those nearer to market; the small shipper and the large shipper; the interior towns and villages, with their limited manufactories and citizens operating on a small capital, as well as the large cities and railroad centers, with their immense manufactories and large business interests, always keeping in view the requirements of the law which was their authority and under some sections of which they had no discretionary power."

It is manifest from this report as well as from the law itself that the commissioners felt justified only in acting for the interests of the whole State and not for any particular class of shippers. The manifest purpose of the reduction which is proposed in this case, is to limit the shipment from other states into Illinois and to increase the business locally within the State. In other words, to compel the dealers to buy their goods in Illinois. It will hardly be the purpose of the commission to deprive a large portion of the population of the State of the privilege of availing themselves of the competition of various markets outside of the State. The roads of Illinois may be separated into two general classes: those running north and south, and those running east and west, which are auxiliaries of eastern trunk lines. The natural forces of competition are ceaselessly at work between these two classes of roads. Each class, individually and collectively, naturally seek to adjust their rates so as to give them what they concede to be a fair share of the business to competitive points. It will be admitted that each of these classes is entitled to such rates as will secure a fair share of the business. If rates in Illinois locally are reduced so as to prevent the east and west roads from getting what they concede to be a fair share, there is no power in this commission or in the State to prevent further reductions by these roads.

Further, it does not appear that the east and west lines are doing more than a fair share of the business. It is not necessary to attempt to show in each case what a fair share is, but there is a share to which the east and west roads are entitled, and it is obvious that a reduction of rates of the north and south lines will have the effect of reducing the east and west rates, and each of the east and west roads is to be its own judge as to what is fair; therefore what guarantee is there that a reduction of the local rates in Illinois will not result in a still further reduction of east and west rates on interstate business? What guarantee can the commission give in this direction?

It is said that comparisons are odious. Certainly the comparisons which have been submitted in this case are odious, for the truth is that these manufacturing centers, especially the large ones, insist upon a low scale of rates on interstate traffic because it is essential to their commercial success, and the demands for concessions in this direction are continuous from year to year; the pressure on the east and west roads in this direction is enormous, and these very rates, which are made under circumstances above stated, constitute the only semblance of an argument in favor of those rates in this State.

It is respectfully submitted that no good reasons exist for reducing the schedule of rates now in effect in this State, or for making any changes in Illinois classification.

Respectfully submitted,
CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY.
By BURTON HANSON,
Its General Solicitor.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSIONERS OF THE
STATE OF ILLINOIS.

IF RE-PETITION OF QUINCY FREIGHT BUREAU FOR A REVISION OF MAXIMUM
FREIGHT RATES, ETC.

To the Honorable, The Railroad and Warehouse Commissioners of the State of Illinois:

Your petitioners, the Commercial Exchange of Chicago, respectfully intervenes in this cause and shows: That it is a corporation, organized and existing under the laws of the State of Illinois; that its membership is composed of persons interested as forwarders and receivers of freight within the State of Illinois, which freight consists principally of food products and grocers' sundries; that the freight rates now in force in the State of Illinois tend to hinder the development of trade and commerce within the State of Illinois, because.

First: They are unreasonably high and unequal.

Second: They are much higher than freight rates from points without the State of Illinois to points within the State of Illinois. (See Exhibit "A" hereto attached and made a part thereof.)

Fourth: While the rates now in existence within the State of Illinois are fixed upon the correct principle that distance is not the sole basis for making a freight rate, yet this principle is not sufficiently put in practice under the Illinois Railroad and Warehouse Commissioner's schedule of maximum freight rates to encourage the development of trade and commerce between points within this State. The people of the State of Illinois should have the benefit of the principle heretofore and now commonly practiced by railroads in interstate transportation, to-wit: that distance is not the important factor in determining railroad rates.

Your petitioner therefore asks a reasonable reduction on the first, second, third, fourth, and fifth classes of the Commissioners' Schedule of Maximum Freight Rates in harmony with the principle set forth in item number four hereof.

Your petitioner further shows that the present Illinois Classification should, in the interests of commerce and uniformity, be changed as to certain products and attaches hereto Exhibit "C," which is made a part hereof, showing the reclassification which it desires.

THE COMMERCIAL EXCHANGE OF CHICAGO,

BY JAY D. MILLER,

CHARLES E. M. NEWTON,

Attorneys for Intervenor.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSIONERS OF THE STATE OF ILLINOIS.

IN RE-PETITION OF QUINCY FREIGHT BUREAU FOR A REVISION OF MAXIMUM FREIGHT RATES, ETC.

To the Honorable, The Railroad and Warehouse Commissioners of the State of Illinois:

Your petitioner, the National Association of Merchants and Travlers, by John G. Shedd, General Chairman, respectfully intervenes in this cause and shows: That it is a voluntary association, organized and existing in the city of Chicago and the State of Illinois, composed of the following persons and firms: Carson, Pirie, Scott & Co.; John V. Farwell Co.; Marshall Field & Co.; Lyon Bros.; Becker, Mayer & Co.; Cahn, Wampold & Co.; Ederheimer, Stein & Co.; Hart, Schaffner & Marx; Hirsh, Wickwire & Parks; Charles Kauhman & Bros.; Kohn Bros.; Kuh, Nathan, Fischer Co.; B. Kuppenheimer & Co.; I. Loewenstein & Sons; John G. Miller & Co.; W. S. Peck & Co.; D. M. Pfaelzer & Co.; Spitz & Schoenberg Bros.; Theodore Ascher & Co.; Chicago Mercantile Co.; D. B. Fisk & Co.; Gage Bros. & Co.; Edson Keith & Co.; William H. Busch & Co.; M. Gimble & Sons; Keith Bros. & Co.; Longley, Low & Alexander; Sweet, Dempster & Co.; Taylor & Parrotte; Burley & Tyrell; Falker & Stern Co.; Pitkin & Brooks; Joseph Beifeld & Co.; L. Heilprin & Co.; Percival B. Palmer & Co.; F. Siegel & Bros.; Butler Bros.; Bradley Shoe Co.; Continental Shoe Co.; H. F. C. Dovenmuehle & Son; Edwards-Stanwood Shoe Co.; Guthman, Carpenter & Telling; Selz, Schwab & Co.; Smith-Wallace Shoe Co.; R. P. Smith & Sons Co.; M. D. Wells & Co.; Central Electric Co.; Electric Appliance Co.; J. H. Leshner & Co.; Henry Detmer; Lyon & Healy; P. Becker & Co.; Peck & Hills; A. H. Revell & Co.; Strauss, Eisendrath & Co.; W. M. Hoyt & Co.; Philip Jaeger & Co.; Franklin McVeigh & Co.; Reid, Murdock & Co.; Sprague, Warner & Co.; Steele-Wedeles Co.; John A. Tolman Co.; Chase & Sanborn; Fuller & Fuller Co.; Lord, Owen & Co.; Morrison, Plummer & Co.; Blum Bros.; Cutter & Crosette; Hart Bros.; Wilson Bros.; Benjman Allen & Co.; Albert C. Becken; H. F. Hahn & Co.; C. H. Knights & Co.; Lapp & Fliershem; B. F. Norris, Allister & Co.; Otto Young & Co.; Duck Brand Co.; E. G. Stearns & Co.; Morley Bros., Saddlery Co.; H. W. Gossard Co.; Nonotuck Silk Co.; William Skinner Mfg. Co.; Charles A. Stevens & Bros.; Hibbard, Spencer, Bartlett &

Co.; Edwin Hunt's Sons; George W. Trout & Co.; Wells & Nellegar Co.; A. C. McClurg & Co.; J. S. Ford, Johnson & Co.; The Horton Co.; C. A. Pienkwosky; Jansway & Carpenter; S. A. Maxwell & Co.; Francis T. Simmons & Co.; Beacon Falls Rubber Shoe Co.; M. S. Benedict Mfg. Co. That all of its members are interested as forwarders and receivers of freight within the State of Illinois; that the freight rates now in force in the State of Illinois tend to hinder the development of trade and commerce within the State of Illinois, because:

First: They are unreasonably high and unequal.

Second: They are much higher than freight rates from points without the State of Illinois to points within the State of Illinois. (See Exhibit "A" hereto attached and made part thereof.)

Third: They are much higher on freight moving entirely within the State than on freight from points within to points without the State of Illinois when transported in the same direction and under substantially similar conditions. (See Exhibit "B" hereto attached and made part hereof.)

Fourth: While the rates now in existence within the State of Illinois are fixed upon the correct principle that distance is not the sole basis for making a freight rate, yet this principle is not sufficiently put in practice under the Illinois Railroad and Warehouse Commissioner's schedule of maximum freight rates to encourage the development of trade and commerce between points within this State. The people of the State of Illinois should have the benefit of the principle heretofore and now commonly practiced by railroads in interstate transportation, to-wit: that distance is not the important factor in determining railroad rates.

Your petitioner therefore asks a reasonable reduction on the first, second, third, fourth and fifth classes of the Commissioners' Schedule of Maximum Freight Rates in harmony with the principle set forth in item number four thereof.

Your petitioner further shows that the present Illinois Classification should, in the interests of commerce and uniformity, be changed as to certain products and attaches hereto Exhibit "C," which is made a part hereof, showing the re-classification which it desires.

THE NATIONAL ASSOCIATION OF MERCHANTS AND TRAVELERS,

By JOHN G. SHEDD, *General Chairman.*

Exhibit "A."

COMPARISON OF CLASS RATES FROM INDIANAPOLIS AND FROM CHICAGO TO VARIOUS ILLINOIS POINTS.

CHAMPAIGN.

	M.	1	2	3	4	5	6
Chicago.....	127.62	.4324	.3384	.266	.20	.16	.1372
Indianapolis.....	118.2	.31	.265	.215	.14	.11	.09
		.1224	.0734	.051	.06	.05	.0472

BLOOMINGTON.

	M.	1	2	3	4	5	6
Chicago..	126.5	.4324	.3384	.266	.2105	.1684	.1372
Indianapolis.....	165.9	.315	.27	.215	.14	.1150	.09
		.1174	.0684	.051	.0705	.0534	.0472

Exhibit "A"—Concluded.

PEORIA.

	M.	1	2	3	4	5	6
Chicago	154.9	.40	.32	.24	.18	.14	.12
Indianapolis	211.5	.315 .083	.27 .03	.215 .025	.14 .04	.115 .025	.09 .03

PARIS.

Chicago	153.4	.4606	.3647	.2829	.20	.17	.1476
Indianapolis	91	.25 .2106	.22 .1447	.185 .0879	.125 .075	.095 .075	.08 .0676

MATTOON.

Chicago	172.14	.47	.376	.29	.20	.17	.15
Indianapolis	128.7	.315 .155	.27 .108	.215 .075	.14 .06	.115 .055	.09 .06

PANA.

Chicago	202	.47	.38	.29	.23	.18	.15
Indianapolis	167.6	.35 .12	.30 .08	.225 .065	.15 .08	.13 .03	.10 .05

LITCHFIELD.

Chicago	234	.47	.38	.29	.23	.18	.15
Indianapolis	207.1	.37 .10	.32 .06	.235 .055	.16 .07	.135 .045	.105 .045

EAST ST. LOUIS.

Chicago	243	.47	.38	.29	.23	.18	.15
Indianapolis	262	.37 .10	.32 .06	.235 .055	.16 .07	.135 .045	.105 .045

Note that the rates are less from Indianapolis, even where the mileage is longer, than from Chicago.

Exhibit "A."

COMPARISON OF RATES CHARGED IN INDIANA WITH ILLINOIS COMMISSIONERS
MAXIMUM RATES.

CLASSES.						
	1	2	3	4	5	6
In Indiana.....	25	22	19.5	12.5	9.5	8
185.3 miles.						
In Illinois.....	48.32	38.72	29.98	24.06	19.25	15.65
	23.32	16.72	10.48	11.56	9.75	7.65
In Indiana.....	31	26.5	21.5	14	11	9
118.2 miles.						
In Illinois.....	42.30	32.90	26.03	20.30	16.24	13.35
	11.30	6.40	4.53	6.30	5.24	4.35
In Indiana.....	31.5	27	21.5	14	11.5	9
165.9 miles.						
In Illinois.....	46.81	37.22	28.85	23.31	18.64	15.04
	15.31	10.22	7.35	9.31	7.14	6.04
In Indiana.....	31.5	27	21.5	14	11.5	9
211.5 miles.						
In Illinois.....	50.19	40.60	31.49	25.19	20.15	16.36
	18.69	13.60	9.99	11.19	8.65	7.36
In Indiana.....	25	22	19.5	12.5	9.5	8
91 miles.						
In Illinois.....	37.60	30.55	24.62	18.33	14.66	12.22
	12.60	8.55	5.12	5.83	5.16	4.22
In Indiana.....	31.5	27	21.5	14	11.5	9
128.7 miles.						
In Illinois.....	43.24	33.84	26.60	21.05	16.84	13.72
	11.74	6.84	5.10	7.05	5.34	4.72
In Indiana.....	35	30	22.5	15	13	10
167.6 miles.						
In Illinois.....	46.81	37.22	28.85	23.31	18.64	15.04
	11.81	7.22	6.35	8.31	5.64	5.04
In Indiana.....	37	32	23.5	16	13.5	10.5
207.1 miles.						
In Illinois.....	49.53	40.04	31.02	24.81	19.85	16.17
	12.53	8.04	7.52	8.81	6.35	5.67
In Indiana.....	37	32	23.5	16	13.5	10.5
262 miles.						
In Illinois.....	53.48	43.42	33.84	27.08	21.65	17.30
	16.48	11.42	10.34	11.08	8.15	6.80

The figures above given as being in effect in Indiana are actual distances and rates charged on the C., C., C. & St. L Ry. The other roads in Indiana base their charges on the same, or approximately the same, scale.

Exhibit "B."

A COMPARISON OF RATES FROM CHICAGO TO INDIANA AND ILLINOIS POINTS,
ON BOTH SIDES OF STATE LINE.

	Mls.	1st.	2d.	3d.	4th.	5th.	6th.
Goodland, Indiana	85	25	22	19.5	12.5	9.5	7.5
Woodland, Illinois.....	82	30	28	20	13	12.5	10.5
Onarga, Illinois	85	35.72	29.61	24.06	17.39	13.91	11.75
Illinois Distance Tariff	85	35.72	29.61	24.06	17.39	13.91	11.75
Oxford, Indiana	103	30	25	20	13	10	8.5
Rossville, Illinois	105	30	25	20	13.5	12.5	10.5
Paxton, Illinois	103	39.48	31.49	25.19	19.17	15.34	12.69
Illinois Distance Tariff	105	39.48	31.49	25.19	19.17	15.34	12.69
Rob Roy, Indiana	124	30	25	20	13.5	10.5	9
Danville, Illinois	124	30	25	20	13.5	12.5	10.5
Champaign, Illinois	127	43.24	33.84	28.6	20	16	13.72
Illinois Distance Tariff	127	43.24	33.84	28.6	21.05	16.84	13.72
Hillsdale, Indiana	155	31.5	27	21.5	14	11.5	9
Allerton, Illinois	151	40	30.5	23.5	15.7	14	13
Tuscola, Illinois	150	45.12	35.72	27.72	20	17	14.48
Illinois Distance Tariff	150	45.12	35.72	27.72	22.56	18.04	14.48
Terre Haute, Indiana	178	31.5	27	21.5	14	11.5	9
Bourbon, Illinois	180	40	30.5	23.5	15.7	14	13
Aetna, Illinois	179	47	38	29	20	17	15
Illinois Distance Tariff	180	47.56	37.97	29.42	23.68	18.95	15.37
Vincennes, Indiana	235	37	32	23.5	16	13.5	10.5
Toni, Illinois	238	51.51	41.73	32	25	20	16.73
Illinois Distance Tariff	238	51.51	41.73	32.43	25.94	20.75	16.73
Evansville, Indiana	287	40	34	25	17	15	12
DuQuoin, Illinois	288	54.8	44.55	34.78	25	22.25	17.67
Illinois Distance Tariff	288	54.8	44.55	34.78	27.82	22.25	17.67

Exhibit "C."

Page 7. Apple cores and skins, eliminate. Covered under heading apple waste.

Page 7. Apple or fruit butters, jelly, sauce or preserves, in glass or stone. L.C.L. 4th; C.L. 5th.

Page 9. Barley, pearl, eliminate as it is covered on page 23.

Page 22. Catsup, same as pickles. Eliminate further specifications.

Page 23. Cereal products or preparations, change "N.O.S." to "as above."

Page 24. Cider in glass, packed. L.C.L. 4th.

Page 71. Molasses in glass, packed. L.C.L. 4th.

Page 95. Syrup in glass, packed. L.C.L. 4th. Fruit syrup in glass or earthenware, packed. L.C.L. 4th. C.L. 5th.

Page 108. Vinegar in glass, packed. L.C.L. 4th. C.L. 5th.

The western railroads having recently altered their classification, making goods in glass or stone, packed, the same rating as the same goods in tin for the reason that for the same net contents the gross weight is much greater—sometimes double; so that they are receiving much more and sometimes twice the freight earnings when the inner packages are glass or stone than when they are tin.

THE DECATUR JOBBERS AND MANUFACTURERS' ASSOCIATION.

DECATUR, ILL., Oct. 7, 1902.

To the Honorable, The Illinois Railroad and Warehouse Commission:

HON. JAMES S. NEVILLE,
 HON. ARTHUR L. FRENCH,
 HON. ISAAC L. ELWOOD,

Commissioners, Springfield, Ill.

The Decatur Jobbers & Manufacturers' Association, an organization embracing the producers and distributors of Decatur, Illinois, respectfully represent and petition your honorable body, as follows:

The present schedule of "maximum rates of charges for the transportation of freight on the railroads in the State of Illinois" is obsolete, unjust, too high and should be reduced. Certain prominent railroads operating in the northern part of the State, notably the C., B. & Q. R. R., having voluntarily abandoned the present schedule and by much lower rates have fostered the industries located in towns on their lines; attracting new factories so that of the manufacturing industries of Illinois, in number 75 per cent, in capital 90 per cent, have located on the lines of this one system. The railroads in central and southern Illinois are still charging the high rates permissible under the present schedule, thus drawing all new industries to the northern portion of the State, or to states having lower freight rates, imposing serious hurt and loss upon the communities of central and southern Illinois.

That on shipments originating within the states of Ohio, Michigan and Indiana, consigned to points in the State of Illinois, much lower rates are charged than on shipments of like commodities for equal distances between points located wholly in this State.

Railroads operating both in Indiana and Illinois are charging (and have out published tariffs giving such rates) much higher rates between points on their lines in the State of Illinois, than between points the same distance apart on their lines in the state of Indiana. In this discrimination they are protected by the present Illinois schedule of maximum freight rates. In proof of the foregoing statement, we attach comparative schedules of rates at this time, actually in use and daily being charged in the State of Illinois and Indiana.

We therefore petition your honorable body to revise and reduce the present Illinois schedule of maximum freight rates, and place shippers of this State on a parity as to the cost of their shipments by freight with the shippers of the states of Indiana, Ohio and Michigan. (The rate in latter states are the same as in Indiana.) We also request and petition your honorable body that the Illinois classification be retained as the official classification of this State with such specific changes and general revision as may be deemed in the judgment of the commission to be necessary.

Respectfully submitted.

THE DECATUR JOBBERS AND MANUFACTURERS' ASSOCIATION.

By FELIX B. TAIT, *President*.E. B. IRVING, *Secretary*.

GEORGE W. MUELLER,

C. M. HURST.

WILSON BERING,

ADOLPH MUELLER.

Committee.

Hearing continued until Nov. 18, 1902.

Nov. 18, 1902. Case further postponed until Nov. 25, 1902.

Nov. 25, 1902. Case further postponed until Dec. 2, 1902.

Dec. 2, 1902. On this date the case coming on for hearing the petitioners were represented as follows:

C. S. Jones, representing Western Merchants and Manufacturers' Association of Peoria, Illinois.

L. B. Boswell, Quincy Freight Bureau.

E. Barry.
Louis FitzHenry.
Stuart Brown.

The railroad companies were represented as follows:

F. A. Wann, General Freight Agent, Chicago & Alton Ry. Co.
A. C. Bird, Third Vice President, Chicago, Milwaukee & St. Paul Ry. Co.
C. M. Dawes, General Solicitor, Chicago, Burlington & Quincy, Ry. Co.
S. B. Knight, General Freight Agent, the Wabash Railroad Co.
William Brown, General Solicitor, Chicago & Alton Ry. Co.
John G. Drennan, District Attorney, Illinois Central R. R. Co.
W. E. Keepers, General Freight Agent, Illinois Central R. R. Co.
M. C. Markham, Assistant Traffic Manager, Illinois Central R. R. Co.
W. B. Hamblin, Assistant General Freight Agent, Chicago, Burlington & Quincy R. R. Co.
E. B. Boyd, General Freight Agent, Chicago, Rock Island & Pacific Ry. Co.
C. N. Travous, Assistant Attorney, the Wabash Railroad Co

Testimony was presented both for and against granting the prayer of petitioners and continued until the following day, December 3, 1902, covering 320 pages of type-written matter, which is on file in this office.

The case was then continued until January 6, 1903, to hear arguments of counsel.

On January 6, 1903, the case coming on to be heard, argument of counsel was heard before the commission and the case taken under advisement.

On February 2, 1905, General H. J. Hamlin, on behalf of the Springfield Business Men's Association and the Merchant's Association of Decatur, filed a petition asking that the case be re-opened for the introduction of additional testimony and relief.

March 7, 1905, General Hamlin on behalf of the petitioners moved that the prayer of petition for re-opening of the case be granted.

Motion allowed and case postponed until April 5, 1905, to hear argument of counsel as to the scope of the hearing.

April 5, 1905, counsel for petitioners asked that the whole subject matter of classification and rates in the State of Illinois, as embraced in the original petitions, be the basis of the present hearing.

Request granted.

The Chicago Shippers' Association, by Mr. Henry C. Barlow, its manager, presented a petition to be allowed become a party to the hearing.

Request granted.

Case continued until May 16, 1905.

May 16, 1905. Revision of classification and rates coming on to be heard, petitioners represented by

General H. J. Hamlin.

The various railroad companies represented as follows:

John G. Drennan, District Attorney representing the Illinois Central R. R. Co.
William Brown, representing various railroads.
James Miles, representing the Chicago & Alton Ry. Co.
Messrs. McNulty & Allen, representing the Vandalia Line.
C. N. Travous, representing the Wabash Railroad Co.
S. B. Knight, representing the Wabash Railroad Co.
H. G. Gower, representing the Chicago, Rock Island & Pacific Ry. Co.
E. H. Seneff, general attorney, representing the Chicago & Eastern Illinois R. R. Co.

Robert Dunlap, general attorney, representing the Atchison, Topeka & Santa Fe Ry. Co.

T. C. Powell, vice president, representing the Southern Railway.

J. M. Hamill, attorney, representing the Louisville & Nashville R. R. Co.

Lee Howell, G. F. A., L. & N. R. R.

E. C. Kramer, representing the Southern Railway Co.

James M. Graham, representing the B & O. S. W. and C. H. & D. Ry. Cos.

E. T. Glennon, representing the Lake Shore & Michigan Southern and New York Central Lines.

Railroad Labor Organizations represented by:

J. R. Howe, B. of L. E.

D. E. Sullivan, O. R. C.

N. C. Allen.

Testimony was then introduced by the petitioners and the railroad companies which transcribed, covers 104 pages of typewritten matter and which is on file in the office of the commission.

Case was then adjourned to June 12, 1905.

June 12, 1905. Further testimony introduced by both petitioners and railroad companies, hearing extended over the dates of June 13th, 14th and 15th.

December 5, 1905. Order of the commission entered in the case.

December 28, 1905. Order of the commission of date, December 5, 1905, modified to apply to Classes 1 to 5 inclusive. Order as to Classes 6 to 10 inclusive and commodities suspended.

June 5, 1906. Final order of the commission as to revised classification of railroad freights and cars and schedule of rates, applicable to all railroads in the State of Illinois, entered, to be in full force and effect on and after July 1, 1906.

ABSTRACT OF THE EVIDENCE TAKEN IN ALL OF THE HEARINGS.

CENTRAL FREIGHT ASSOCIATION SCALE.

This scale is offered as Exhibit A to the original petition filed in this case by the Quincy Freight Bureau, under date of May 31, 1902, and will be found on page 9 of the printed copy of pleadings in this case, as made up by the officers of the Railroad and Warehouse Commission.

This scale was placed in effect by a circular of the Central Freight Association, headed "Information 2495" and issued on October 25, 1900; and is as follows:

Exhibit A.

CENTRAL TRAFFIC ASSOCIATION.

Circular No. 2369.

BASIS OF RATES BETWEEN POINTS IN THE TERRITORY OF THE CENTRAL TRAFFIC ASSOCIATION.

Chicago, July 13, 1895.

Effective on the date to be fixed at the September, 1895 meeting of the Freight Committee, the basis of rates between points in the Central Freight Association shall be:

First, The following minimum scale covering distances from 5 to 450 miles, both inclusive:

Classes.—Rates in Cents Per 100 Pounds.

MILES.	1	2	3	4	5	6
5	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7	6	4	3
10	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7	6	4 $\frac{1}{2}$	3 $\frac{1}{2}$
15	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7	5	3 $\frac{1}{2}$
20	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7	5	4
25	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7	5 $\frac{1}{2}$	4 $\frac{1}{2}$
30	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7	6	5
35	8 $\frac{1}{2}$	8 $\frac{1}{2}$	8	7 $\frac{1}{2}$	6 $\frac{1}{2}$	5 $\frac{1}{2}$
40	9 $\frac{1}{2}$	9 $\frac{1}{2}$	9	8	7	6
45	10 $\frac{1}{2}$	10 $\frac{1}{2}$	10	8	7 $\frac{1}{2}$	6
50	12	11 $\frac{1}{2}$	10 $\frac{1}{2}$	8 $\frac{1}{2}$	7 $\frac{1}{2}$	6 $\frac{1}{2}$
55	13	12 $\frac{1}{2}$	11 $\frac{1}{2}$	9	7 $\frac{1}{2}$	6 $\frac{1}{2}$
60	14 $\frac{1}{2}$	13	12	10	7 $\frac{1}{2}$	6 $\frac{1}{2}$
65	15 $\frac{1}{2}$	14	13	10	7 $\frac{1}{2}$	7
70	17	15	13 $\frac{1}{2}$	10	8	7
75	18	16	15	10 $\frac{1}{2}$	8	7
80	19 $\frac{1}{2}$	18 $\frac{1}{2}$	17	11	8 $\frac{1}{2}$	7 $\frac{1}{2}$
85	21	19	17	11 $\frac{1}{2}$	8 $\frac{1}{2}$	7 $\frac{1}{2}$
90	23	22	18	12	9	8
95	23	22	18	12	9	8
100	24	22	19	12 $\frac{1}{2}$	9	8
110	24 $\frac{1}{2}$	22	19 $\frac{1}{2}$	12 $\frac{1}{2}$	9	8
120	25	22	19 $\frac{1}{2}$	12 $\frac{1}{2}$	9 $\frac{1}{2}$	8
130	26	23	19 $\frac{1}{2}$	13	10	8 $\frac{1}{2}$
140	27 $\frac{1}{2}$	24	20	13	10	8 $\frac{1}{2}$
150	28 $\frac{1}{2}$	25	20	13 $\frac{1}{2}$	10 $\frac{1}{2}$	8 $\frac{1}{2}$
160	30	26	21	13 $\frac{1}{2}$	11	9
170	31	26 $\frac{1}{2}$	21 $\frac{1}{2}$	14	11	9
180	31 $\frac{1}{2}$	27	21 $\frac{1}{2}$	14	11 $\frac{1}{2}$	9
190	32	28	22	14 $\frac{1}{2}$	11 $\frac{1}{2}$	9 $\frac{1}{2}$
200	33	28 $\frac{1}{2}$	22	15	12	9 $\frac{1}{2}$
210	34	29 $\frac{1}{2}$	22 $\frac{1}{2}$	15	12 $\frac{1}{2}$	10
220	35	30	22 $\frac{1}{2}$	15	13	10
230	35 $\frac{1}{2}$	30 $\frac{1}{2}$	23	15 $\frac{1}{2}$	13	10 $\frac{1}{2}$
240	36	31	23	16	13	10 $\frac{1}{2}$
250	37	32	23 $\frac{1}{2}$	16	13 $\frac{1}{2}$	10 $\frac{1}{2}$
275	38 $\frac{1}{2}$	33	24 $\frac{1}{2}$	16 $\frac{1}{2}$	14	11
300	40	34	25	17	14 $\frac{1}{2}$	11 $\frac{1}{2}$
325	41	35	26	18	15	12
350	42	36	27	18 $\frac{1}{2}$	15 $\frac{1}{2}$	13
375	43	36 $\frac{1}{2}$	27 $\frac{1}{2}$	19	16 $\frac{1}{2}$	13 $\frac{1}{2}$
400	44	37 $\frac{1}{2}$	28 $\frac{1}{2}$	19 $\frac{1}{2}$	17	14
425	44 $\frac{1}{2}$	38 $\frac{1}{2}$	29	20 $\frac{1}{2}$	17 $\frac{1}{2}$	14 $\frac{1}{2}$
450	45	39	30	21	18	15

Owing to the fact that this scale was not in evidence, having been lost during the interval between the first hearing and the one had in 1905, a copy of the same was introduced in evidence as Exhibit A-1 to the testimony of Mr. Barlow on May 15, 1905.

In connection with this scale, the official classification is used and therefore in making comparisons with the rates in Illinois as compared with rates used under the C. F. A. scale, it becomes necessary to make a comparison of the official classification with that of the Illinois classification. The Illinois classification was introduced in the hearing of 1902 as Exhibit 4. Mr. Barlow in his testimony states that he has examined the Illinois classification and made a comparison of the same with the official classification; that there are in the Illinois classification, substantially speaking, in round numbers, 7880 ratings. As compared with the official classification that shows that there are, substantially speaking, 2154 differences and 5720 odd ratings that are alike in the two classifications. (Rec. 108.)

Mr. Barlow stated that, "considering those two schedules as classifications, we find that at distances of 100 miles, in round numbers, 1482 ratings favor the official classification, and 672, in round numbers, favor the Illinois classification.

"On shipments, say a distance of 200 miles, the classification applied to the rates would, in 1595 cases, approximately favor the official classification. And 599, in round numbers, would make less rates under the official classification." (Rec. 109.) "On a shipment of 300 miles subject to the so-called Central Freight Association Scale, versus the Illinois scale, there would be, in round figures, 393 in favor of the official classification, versus, in round numbers, 561 in favor of Illinois." (Rec. 110.)

Mr. W. B. Hamblin testified in relation to the C. F. A. scale, on pages 343 and 344 of the record as follows:

"What I wanted to say upon adjournment was, in connection with these—what they call the Central Freight Association scale rules, how they were made and what kind of a basis they were made upon—I imagine the gentlemen here, claim that they were voluntarily put in by the railroads in the Central Freight territory. Now, these rates were established in the first place, by the Ohio legislature, or commission, whichever they have over there, as transportation rates only; and that the railroads themselves had the right under that law, to add whatever the cost was for loading and unloading, and for switching; to those rates. They are what are called over there, minimum rates."

455 in relation to the C. F. A. scale, Mr. Hamblin testifies:

"These rates were not voluntary, but were compulsory, owing to the fact that they are the least rate that was established for a transportation charge by the commission or legislature of the State of Ohio."

The law referred to by Mr. Hamblin will be found on page 504, Ohio Railroad Report, being section 3375 of the Ohio Statutes. A comparison of the rates that may be charged under that law, with the C. F. A. scale is as follows:

For 30 miles	Ohio scale	7½	cents per 100 lbs.
	C.F.A. "	7½	" " " "
For 50 miles	Ohio scale	12½	" " " "
	C.F.A. "	12	" " " "
For 75 miles	Ohio scale	18½	" " " "
	C.F.A. "	18	" " " "
For 100 miles	Ohio scale	25	" " " "
	C.F.A. "	24	" " " "
For 125 miles	Ohio scale	31	" " " "
	C.F.A. "	26	" " " "
For 150 miles	Ohio scale	37½	" " " "
	C.F.A. "	28½	" " " "
For 200 miles	Ohio scale	50	" " " "
	C.F.A. "	33	" " " "
For 250 miles	Ohio	62½	" " " "
	C.F.A. "	37	" " " "

For 300 miles Ohio scale 75 cents per 100 lbs.

C.F.A. " 40 " " " "

For 350 miles Ohio " 87½ " " " "

C.F.A. " 42 " " " "

It will thus be seen that for distances up to 75 miles, the C. F. A. scale is almost exactly the rate as fixed by the Ohio Legislature; that above that distance, the rate established by the C. F. A. scale is less than that limited by the legislature, and therefore must be voluntary on the part of the railroads.

Exhibit A-3 is as follows:

Exhibit A-3.

Table showing the percentage the Illinois distance tariff rates are higher than the Central Freight Association scale for like distances, 100 to 400 miles, also the aggregate percentage higher.

These percentages are made up by taking the aggregate of the five classes for the distances named, both from the Illinois distance tariff and the Central Freight Association scale, and showing the percentage the Illinois distance tariff rates are higher.

Also taking the aggregate of the five classes for all distances 100 miles to 400 miles, both for the Illinois distance tariff and the Central Freight Association scale, thereby showing the aggregate percentage higher.

Miles.	Per cent.	Miles.	Per cent.
100.....	48.3	275.....	43.7
125.....	52.6	300.....	43
150.....	53	325.....	43.9
175.....	48	350.....	42.5
200.....	47.4	375.....	41.7
225.....	44.7	400.....	40.1
250.....	43.2	The total aggregate is 45 per cent higher.	

Exhibit A-22 is as follows:

Statement showing the percentage the Illinois distance tariff is higher than the C. F. A. scale for distances of 100, 200, 250, 300, 350, 400 and 450 miles, respectively, by classes one to six inclusive. These percentages are approximately correct. We have not undertaken to go into the fractional percents.

MILES.	1	2	3	4	5	6
Central Freight Association scale for 100 miles.....	24	22	19	12.5	9	8
Illinois distance tariff for 100 miles.....	38.2	31	24.2	18.8	15	12.5
Illinois scale is higher than the C. F. A. scale by the following per cent.....	60	40	27	50	66	56
Central Freight Association scale for 200 miles.....	33	28.5	22	15	12	9.5
Illinois distance tariff for 200 miles.....	48.9	39.5	30.5	24.4	19.5	15.9
Illinois scale is higher than the C. F. A. scale by the following per cent.....	48	39	38	63	62	67
Central Freight Association scale for 250 miles.....	37	32	23.5	16	13.5	10
Illinois distance tariff for 250 miles.....	52.1	42.3	32.9	26.3	21	16.6
Illinois scale is higher than the C. F. A. scale by the following per cent.....	40	32	40	64	55	60
Central Freight Association scale for 300 miles.....	40	34	25	17	14.5	11.5
Illinois distance tariff for 300 miles.....	55.5	45.1	35.2	28.2	22.5	17.8
The Illinois scale is higher than the C. F. A. scale by the following per cent.....	38	32	40	65	55	54
Central Freight Association scale for 350 miles.....	42	36	27	18.5	15.5	13
Illinois distance tariff for 350 miles.....	58	47.9	38	29.9	23.9	19
Illinois scale is higher than the C. F. A. scale by the following per cent.....	38	33	40	60	54	47
Central Freight Association scale for 400 miles.....	44	37.5	28.5	19.5	17	14
Illinois distance tariff for 400 miles.....	61.1	49.8	39.5	31	24.8	20.1
Illinois scale is higher than the C. F. A. scale by the following per cent.....	36	32	38	58	45	43
Central Freight Association scale for 450 miles.....	45	39	30	21	18	15
Illinois scale for 450 miles.....	61.5	50.9	40.9	32.1	25.7	21
Illinois scale is higher than the C. F. A. scale by the following per cent.....	34	30	36	52	42	40

Exhibit A-14, not taking into consideration the tariff which is attached thereto, is as follows:

Exhibit A-14.

CENTRAL FREIGHT ASSOCIATION TARIFF.

Through freight rates No. 48. Tariff adopted by the Central Freight Association lines, applying on classes and commodities between Chicago and various Illinois points, and Indianapolis, Cincinnati, Louisville, Evansville, etc. Also between Indianapolis and Cincinnati, Jeffersonville, New Albany, Evansville, etc.

This tariff discloses that the rates between Chicago and Indianapolis are based on the Central Freight Association scale for 180 miles, and between Chicago and Cincinnati, New Albany, Evansville, etc., based on the Central Freight Association scale for 300 miles, and between Indianapolis and Cincinnati, Jeffersonville, Evansville, etc., based on the Central Freight Association scale for 120 miles.

Comparison of commodity rates with the official classification and Central Freight Association scale, shown in said tariff, discloses that the commodity rates are on a considerably lower basis than the Central Freight Association scale.

It will be noted that with this alleged low basis of class rates, that the commodity rates are on a still lower basis.

RATES IN OTHER STATES AS COMPARED WITH ILLINOIS COMMISSIONER'S SCHEDULE OF REASONABLE MAXIMUM RATES.

As Exhibit A to the printed petitions filed beginning October 7, 1902, we find the following:

Exhibit A.

COMPARISON OF RATES CHARGED IN INDIANA WITH ILLINOIS COMMISSIONER'S MAXIMUM RATES.

	CLASSES.					
	1	2	3	4	5	6
In Indiana.....	25	22	19.5	12.5	9.5	8
187.3 miles.						
In Illinois.....	48.32	38.72	29.98	24.06	19.25	15.65
	23.32	16.72	10.48	11.56	9.75	7.65
In Indiana.....	31	26.5	21.5	14	11	9
118.2 miles.						
In Illinois.....	42.30	32.90	26.03	20.30	16.24	13.35
	11.30	6.40	4.53	6.30	5.24	4.35
In Indiana.....	31.5	27	21.5	14	11.5	9
165.9 miles.						
In Illinois.....	46.81	37.22	28.85	23.31	18.64	15.04
	15.31	10.22	7.35	9.31	7.14	6.04
In Indiana.....	31.5	27	21.5	14	11.5	9
211.5 miles.						
In Illinois.....	50.19	40.60	31.49	25.19	20.15	16.36
	18.69	13.60	9.99	11.19	8.65	7.36
In Indiana.....	25	22	19.5	12.5	9.5	8
91 miles.						
In Illinois.....	37.60	30.55	24.62	18.33	14.66	12.22
	12.60	8.55	5.12	5.83	5.16	4.22

Exhibit A—Concluded.

	CLASSES.					
	1	2	3	4	5	6
In Indiana..... 128.7 miles.	31.5	27	21.5	14	11.5	9
In Illinois	43.24 11.74	33.84 6.84	26.60 5.10	21.05 7.05	16.84 5.34	13.72 4.72
In Indiana..... 167.6 miles.	35	30	22.5	15	13	10
In Illinois	46.81 11.81	37.22 7.22	28.85 6.35	23.31 8.31	18.64 5.64	15.04 5.04
In Indiana..... 207.1 miles.	37	32	23.5	16	13.5	10.5
In Illinois	49.53 12.53	40.04 8.04	31.02 7.52	24.81 8.81	19.85 6.35	16.17 5.67
In Indiana..... 262 miles.	37	32	23.5	16	13.5	10.5
In Illinois	53.48 16.48	43.42 11.42	33.84 10.34	27.08 11.08	21.65 8.15	17.30 6.80

The figures above given as being in effect in Indiana are actual distances and rates charged on the C., C., C. & St. L. Ry. The other roads in Indiana base their charges on the same, or approximately the same scale.

This exhibit is supported by tariffs introduced in the original hearing.

As to rates in Ohio, the following exhibit was annexed to the petition of the Bloomington Business Men's Association:

This exhibit is also substantiated by tariffs introduced in evidence.

PENNSYLVANIA R. R. (P. C. C. C. & St. L. R. R.)
Local Distance freight tariff from Columbus, Ohio.

	Mil's	1	2	3	4	5	6
To Black Lick, O.....	10	7.5	7.5	7	6	4.5	3
Illinois distance tariff	10	15.04	13.16	11.28	8.46	6.76	5.64
To Kirkersville, O.....	21	7.5	7.5	7.5	7	5.5	4.5
Illinois distance tariff.....	21	20.68	18.80	15.04	11.28	9.02	7.52
To Newark, O.....	33	8.5	8.5	8	7.5	6.5	5.5
Illinois distance tariff.....	33	24.44	20.68	16.92	12.69	10.15	8.46
To Hanover, O.....	41	10.5	10.5	10	8	7.5	6
Illinois distance tariff	41	28.20	22.56	18.80	13.63	10.90	9.40
To Frazesburg, O.....	49	12	11.5	10.5	8.5	7.5	6.5
Illinois distance tariff	49	29.14	23.50	19.74	14.10	11.28	9.64
To Franklin, O.....	64	15.5	14	13	10	7.5	7
Illinois distance tariff.....	64	31.96	26.32	22.56	15.51	12.40	10.81
To West Lafayette, O.....	75	18	16	15	10.5	8	7
Illinois distance tariff.....	75	33.84	28.20	23.50	16.45	13.16	11.28
To Glasgow, O.....	89	22	20	17	12	9	8
Illinois distance tariff.....	89	36.66	30.08	24.34	17.86	14.28	11.98
To Denison, O.....	100	24	22	19	12.5	9	8
Illinois distance tariff.....	100	38.54	31.02	24.90	18.80	15.04	12.45
To Cadiz Junction, O.....	125	26	23	19.5	13	10	8.5
Illinois distance tariff.....	125	42.77	33.37	26.32	20.68	16.54	13.54
To Fernwood, O.....	138	27.5	24	20	13	10	8.5
Illinois distance tariff.....	138	44.18	34.78	27.16	21.80	17.44	14.10
To Stubenville, O.....	150	28.5	25	20	13.5	10.5	8.5
Illinois distance tariff.....	150	45.12	35.72	27.72	22.56	18.04	14.48

As to rates in Iowa, compared with those in Illinois, the following exhibit was annexed to the said petition and substantiated by tariffs afterwards introduced in evidence:

COMPARISON OF RATES IN ILLINOIS AND IOWA OVER ROCK ISLAND R. R. (C. R. I. & P. R. R.) LOCAL DISTANCE FREIGHT TARIFF FROM DAVENPORT, IOWA.

	Miles.	CLASSES.				
		1	2	3	4	5
To Wolcott, Ia.....	12	15.6	13.26	10.4	7.8	5.46
To Wilton, Ia.....	25	17	14.45	11.34	5.8	5.95
To W. Liberty, Ia.....	38	18.8	15.98	12.5	9.4	6.58
To Downey, Ia.....	44	19.4	16.49	13	9.7	6.79
To Iowa City, Ia.....	54	20.4	17.34	13.6	10.2	7.14
To Oxford, Ia.....	69	21.6	18.36	14.4	10.8	7.56
To S. Amana, Ia.....	79	22.4	19.4	14.94	11.2	7.84
To Victor, Ia.....	97	24	20.4	16	12	8.4
To Malcolm, Ia.....	111	26.4	21.87	17.5	12.99	9.27
To Kellogg, Ia.....	131	29.6	23.83	18.45	14.31	10.43
To Colfax, Ia.....	152	32.8	25.79	19.85	15.63	11.59
To Altoona, Ia.....	164	34.4	26.77	20.55	16.29	12.17
To Des Moines, Ia.....	175	36	27.75	21.25	16.95	12.75

ROCK ISLAND R. R. (C. R. I. & P. R. R.) LOCAL DISTANCE FREIGHT TARIFF FROM ROCK ISLAND, ILL.

	Miles.	CLASSES.				
		1	2	3	4	5
To Colona, Ill.....	11	16.92	15.4	13.16	9.4	9.52
To Geneseo, Ill.....	22	20.68	18.80	15.4	11.28	9.2
To Annawan, Ill.....	35	24.44	20.68	16.92	12.69	10.15
To Sheffield, Ill.....	44	28.20	22.56	18.80	13.63	10.90
To Tiskilwa, Ill.....	58	31.2	25.38	21.62	15.4	12.3
To Bureau, Ill.....	67	32.9	27.26	23.3	15.98	12.78
To Peru, Ill.....	81	35.72	29.61	24.6	17.39	13.91
To Ottawa, Ill.....	96	38.54	31.2	24.90	18.80	15.4
To Seneca, Ill.....	109	40.42	31.96	25.47	19.55	15.64
To Minooka, Ill.....	130	43.24	33.84	26.60	21.05	16.84
To Mokena, Ill.....	151	45.59	36.09	28.01	22.74	18.19
To Washington Heights, Ill.....	165	46.43	36.84	28.57	23.12	18.49
To Chicago, Ill.....	181	47.94	38.35	29.70	23.87	19.10

NORTHWESTERN R. R. (C. & N. W. R. R.) LOCAL DISTANCE FREIGHT TARIFF FROM CLINTON, IOWA.

	Miles	1	2	3	4	5
		1	2	3	4	5
To Malone, Iowa.....	14	15.6	13.26	10.4	7.8	5.46
To Grand Mound, Ia.....	24	17	14.45	11.34	8.5	5.95
To Wheatland, Ia.....	34	18.2	15.47	12.1	9.1	6.37
To Clarence, Ia.....	46	20	17	13.34	10	7
To Mechanicsville, Ia.....	57	20.8	17.68	13.87	10.4	7.28
To Bertram, Ia.....	72	22	18.7	14.67	11	7.7
To Cedar Rapids, Ia.....	81	22.8	19.38	15.2	11.4	7.98
To Norway, Ia.....	96	24	20.4	16	12	8.4
To Luzerne, Ia.....	110	25.6	21.38	16.7	12.66	8.98
To Chelsea, Ia.....	122	28	22.85	17.75	13.65	9.85
To Tama, Ia.....	132	29.6	23.83	18.45	14.31	10.43
To Montour, Ia.....	139	30.4	24.32	18.8	14.64	10.72

**NORTHWESTERN R. R. (C. & N. W. R. R.) LOCAL DISTANCE FREIGHT TARIFF
FROM FULTON, ILL.**

	Miles	1-	2	3	4	5
To Morrison, Ill.....	12	16.92	15.04	13.16	9.40	7.52
To Rock Island, Jct. Ill.....	22	20.68	18.80	15.04	11.28	9.02
To Nelson, Ill.....	32	24.44	20.68	16.92	12.69	10.15
To Franklin Grove, Ill.....	48	29.14	23.50	19.74	14.10	11.28
To Flagg, Ill.....	57	31.02	25.38	21.62	15.04	12.08
To Malta, Ill.....	72	33.84	28.20	23.50	16.45	13.16
To Maple Park, Ill.....	85	35.72	29.61	24.06	17.39	13.91
To La Fox, Ill.....	95	37.60	30.55	24.62	18.33	14.66
To West Chicago, Ill.....	106	40.42	31.96	25.47	19.57	15.64
To Lombard, Ill.....	116	42.30	32.90	26.03	20.30	16.24
To Maywood, Ill.....	126	43.24	33.84	26.60	21.05	16.84
To Chicago, Ill.....	136	44.18	34.78	27.16	21.80	17.44

Exhibit B was a comparison of local rates in Illinois, Indiana and Iowa, for distances up to 150 miles, and is as follows:

Exhibit B.

COMPARISON OF LOCAL RATES.

	Miles	1st C.
Illinois.....	10	15.04
Indiana.....	10	7.50
Iowa.....	10	14.80
Ohio.....	10	7.50
Illinois.....	25	20.68
Indiana.....	25	7.50
Iowa.....	25	17.00
Ohio.....	25	7.50
Illinois.....	50	29.14
Indiana.....	50	12.00
Iowa.....	50	20.00
Ohio.....	50	12.00
Illinois.....	100	38.54
Indiana.....	100	24.00
Iowa.....	100	24.00
Ohio.....	100	24.00
Illinois.....	150	45.12
Indiana.....	150	28.50
Ohio.....	150	28.50
Iowa.....	150	32.00

The Illinois rate referred to, is the Commissioners' maximum; the Indiana rate is the C. F. A. scale and the Iowa rate is the Iowa Commissioners' schedule, as shown by Exhibit 2, in the original hearing.

Exhibit A-12, excluding the tariff in question is as follows:

DISTANCE TARIFF.

Pittsburg, Cincinnati, Chicago & St. Louis and Indianapolis & Vincennes Ry. local freight tariff, G. F. D. No. 21, on six classes, applying between stations on the above lines.

"PAN HANDLE ROUTE."

THE PITTSBURG, CINCINNATI, CHICAGO & ST. LOUIS RAILWAY CO.

Office of the General Western and Division Freight Agent.

M. S. Connelly.

CHICAGO, ILL., April 13, 1905.

In reply, refer to File M-42500.

Mr. H C. Barlow, Manager, Chicago Shippers Association, City:

Dear Sir.—Replying to your letter of April 6th addressed to Mr. James P. Orr, G. F. A., Pittsburg, Pa. In compliance with your request we attach copy of our G. F. O. No. 21 which is our local mileage tariff and applies between all stations on our line and points in Ohio and Indiana. We also attach copy of our Tariff I. C. C. B-79, naming class and commodity rates between Chicago and Ohio river crossings.

Yours truly,

M. S. CONNELLY.

G. W. & D. F. Agent.

Exhibit A-18 and A-19, excluding the tariffs to which the same are attached, are as follows:

GRAND RAPIDS & INDIANA RAILWAY.

Grand Rapids & Indiana Ry. Local freight Tariff G. F. D. No. 1 and amendments. Also statement showing comparison of rates on the first six classes from Sturgis, Michigan to various points in Michigan on that line vs. Central Freight Association scale and Illinois distance tariff rates for like distances.

GRAND RAPIDS & INDIANA RAILWAY.

	1	2	3	4	5	6
Sturgis to Rockford, Mich., 99 miles.....	25	22	19	12.5	9	7
C. F. A. scale, 99 miles.....	24	22	19	12.5	9	8
Illinois distance tariff, 99 miles.....	38.8	31	24.9	18.8	15	12.4
Sturgis to Reed City, Mich., 153 miles.....	32	27	20	16	11.5	9
C. F. A. scale, 153 miles.....	30	26	21	13.5	11	9
Illinois distance tariff, 153 miles.....	45.6	36.1	28	22.7	18.2	14.5
Sturgis to Manton, Mich., 195 miles.....	40	35	26	18.5	15	11
C. F. A. scale, 195 miles.....	33	28.5	22	15	12	9.5
Illinois distance tariff, 195 miles.....	48.9	39.5	30.5	24.4	19.5	15.9

Exhibit A-19.

GRAND TRUNK RAILWAY.

Grand Trunk Ry. freight tariff G. F. D. No. 851. Also statement showing comparison of rates on the first six classes from Port Huron to various points in Michigan on that line vs. Central Freight Association scale and Illinois distance tariff rates, for like distances.

Also advice from the Grand Trunk Ry. Co. under date of May 11, 1905, that the rates between stations on their line in the State of Michigan are on practically the C. F. A. scale.

GRAND TRUNK RAILWAY.

	1	2	3	4	5	6
Port Huron to Shaftsbury, Mich., 100 miles....	24	21	17	11	8.5	7.5
C. F. A. scale, 100 miles.....	24	22	19	12	9	8
Illinois distance tariff, 100 miles.....	38.5	31	24.9	18.8	15	12.4
Port Huron to Penfield, Mich., 153 miles.....	28	24	20	13.5	10.5	8
C. F. A. scale, 153 miles.....	30	26	21	13.5	11	9
Illinois distance tariff, 153 miles.....	45.6	36.1	28	22.7	18.2	14.5
Port Huron to Marcellus, Mich., 200 miles.....	30	26	20	13.5	11	9
C. F. A. scale, 200 miles.....	33	28.5	22	15	12	9.5
Illinois distance tariff, 200 miles.....	48.9	39.5	30.5	24.4	19.5	15.9

GRAND TRUNK RAILWAY SYSTEM.

Lines west of Detroit and St. Clair Rivers.

Freight Tariff Bureau.

CHICAGO, ILL., May 11, 1905.

In Reply Refer to File No. 992.

Mr. H. C. Barlow, Mgr. Chicago Shippers' Ass'n, 135 Adams St., City:

Dear Sir: Yours 9th instant to Mr. Hayes referred to me. Our rates between stations on our line in Michigan are published in regular tariff, and we do not carry a mileage scale. In the compiling of these rates, scale basis was used, the same as that of Central Freight Association referred to by you, for part of our line, but in other instances we use Michigan scale, there being some slight differences, but not of much consequence.

Yours truly,

H. C. MARTIN,
Chief of Tariff Bureau.

Exhibit D to the original petition was a comparison of rates in force in Illinois, Iowa and Indiana, and was substantiated by proper exhibits offered in evidence, and is as follows;

Exhibit D.

COMPARATIVE SCHEDULE OF FREIGHT RATES IN FORCE IN ILLINOIS, INDIANA AND IOWA.

NOTE.—The Illinois Commissioners' schedule is shown for Illinois basis.
The Central Traffic Association basis is shown for Indiana.
The Iowa Commissioners' schedule is shown for Iowa basis.

Miles.	State Basis.	1	2	3	4	5	6
5	Illinois.....	13.16	11.26	9.40	7.52	6.01	4.76
	Indiana.....	7.50	7.50	7	6	4	3
	Iowa.....	14	11.9	9.34	7	4.9	5
10	Illinois.....	15.04	13.16	11.28	8.46	6.76	5.64
	Indiana.....	7.5	7.5	7	6	4.5	3
	Iowa.....	14.8	12.53	10.01	7.4	5.18	5.3
15	Illinois.....	16.92	15.04	13.16	9.4	7.52	6.58
	Indiana.....	7.50	7.5	7.5	7	5	3.5
	Iowa.....	15.6	13.26	10.4	7.8	5.46	5.60
20	Illinois.....	18.80	16.92	14.10	10.34	8.27	7.05
	Indiana.....	7.5	7.5	7.5	7	5	4
	Iowa.....	16.4	13.94	10.94	8.2	5.74	5.8

Exhibit D—Continued.

Miles.	State Basis.	1	2	3	4	5	6
25	Illinois.....	20.68	18.80	15.04	11.28	9.02	7.52
	Indiana.....	7.5	7.5	7.5	7	5.5	4.5
	Iowa.....	17	14.45	11.34	8.5	5.93	6
30	Illinois.....	22.56	19.74	15.98	11.98	9.58	7.99
	Indiana.....	7.5	7.5	7.5	7	6	5
	Iowa.....	17.6	14.96	11.73	8.8	6.16	6.2
35	Illinois.....	24.44	20.68	16.92	12.69	10.15	8.46
	Indiana.....	8.5	8.5	8	7.5	6.5	5.5
	Iowa.....	18.2	15.47	12.1	9.1	5.37	6.4
40	Illinois.....	26.32	21.62	17.86	13.16	10.52	8.92
	Indiana.....	9.5	9.5	9	8	7	6
	Iowa.....	18.8	15.98	12.5	9.4	6.58	6.6
45	Illinois.....	28.20	22.56	18.80	13.63	10.90	9.40
	Indiana.....	10.5	10.5	10	8	7.5	6
	Iowa.....	19.4	16.49	13	9.7	6.79	6.8
50	Illinois.....	29.14	23.50	19.74	14.10	11.28	9.64
	Indiana.....	12	11.5	10.5	8.5	7.5	6.5
	Iowa.....	20	17	13.34	10	7	7.05
55	Illinois.....	30.08	24.44	20.68	14.57	11.65	10.32
	Indiana.....	13	12.5	11.5	9	7.5	6.5
	Iowa.....	20.4	17.34	13.6	10.2	7.14	7.2
60	Illinois.....	31.02	25.38	21.62	15.04	12.03	10.58
	Indiana.....	14.5	13	12	10	7.5	6.5
	Iowa.....	20.8	17.68	13.87	10.4	7.28	7.4
65	Illinois.....	31.96	26.32	22.56	15.51	12.40	10.81
	Indiana.....	15.5	14	13	10	7.5	7
	Iowa.....	21.2	18.2	14.14	10.6	7.42	7.6
70	Illinois.....	32.90	27.26	23.08	15.98	12.78	11.05
	Indiana.....	17	15	13.5	10	8	7
	Iowa.....	21.6	18.36	14.4	10.8	7.56	7
75	Illinois.....	33.84	28.20	23.50	16.45	13.16	11.28
	Indiana.....	18	16	15	10.5	8	7
	Iowa.....	22	18.7	14.67	11	7.7	8
80	Illinois.....	34.78	29.14	23.78	16.92	13.53	11.51
	Indiana.....	19.5	18.5	17	11	8.5	7.5
	Iowa.....	22.4	19.04	14.94	11.2	7.84	8.2
85	Illinois.....	35.72	29.61	24.06	17.39	13.91	11.75
	Indiana.....	21	19	17	11.5	8.5	7.5
	Iowa.....	22.8	19.38	15.2	11.4	7.98	8.4
90	Illinois.....	31.66	30.08	24.34	17.86	14.28	11.98
	Indiana.....	22	20	17	12	9	8
	Iowa.....	23.2	19.72	15.47	11.6	8.12	8.6
95	Illinois.....	37.60	30.55	24.62	18.33	14.66	12.22
	Indiana.....	23	22	18	12	9	8
	Iowa.....	23.6	20.06	15.73	11.8	8.26	8.8
100	Illinois.....	38.54	31.02	24.90	18.80	15.04	12.45
	Indiana.....	24	22	19	12.5	9	8
	Iowa.....	24	20.4	16	12	8.4	9
110	Illinois.....	40.42	31.96	25.47	19.55	15.64	12.98
	Indiana.....	24.5	22	19.5	12.5	9	8
	Iowa.....	25.6	21.38	16.7	12.66	8.98	9.7
120	Illinois.....	42.30	32.90	26.03	20.30	16.24	13.35
	Indiana.....	25	22	19.5	12.5	9.5	8
	Iowa.....	25.6	21.38	16.7	12.66	6.98	9.7
130	Illinois.....	42.34	33.84	26.60	21.05	16.84	13.72
	Indiana.....	26	23	19.5	13	10	8.5
	Iowa.....	28.8	23.34	18.1	13.98	10.14	11.1

Exhibit D—Concluded.

Miles.	State Basis.	1	2	3	4	5	6
140	Illinois	44.18	34.78	27.16	21.80	17.44	14.10
	Indiana	27.5	24	20	13	10	8.5
	Iowa	30.4	24.32	18.8	14.64	10.72	11.8
150	Illinois	45.12	35.72	27.72	22.56	18.04	14.48
	Indiana	28.5	25	20	13.5	10.5	8.5
	Iowa	32	25.3	19.5	15.3	11.3	12.5
160	Illinois	46.06	36.47	28.29	22.93	18.34	14.76
	Indiana	30	26	21	13.5	11	9
	Iowa	33.6	26.28	20.2	15.96	11.88	13.18
170	Illinois	46.81	37.22	28.85	23.31	18.64	15.04
	Indiana	31	26.5	21.5	14	11	9
	Iowa	35.2	27.26	20.9	16.62	12.46	13.86
180	Illinois	47.56	37.97	29.42	23.68	18.95	15.37
	Indiana	31.5	27	21.5	14	11.5	9
	Iowa	36.8	28.24	21.6	17.28	13.04	14.54
190	Illinois	48.32	38.72	29.98	24.06	19.25	15.65
	Indiana	32	28	22	14.5	11.5	9.5
	Iowa	38.4	29.22	22.3	17.94	13.62	15.22
200	Illinois	48.88	39.48	30.54	24.44	19.55	15.98
	Indiana	33	28.5	22	15	12	9.5
	Iowa	40	30.2	23	18.6	14.2	15.9
210	Illinois	49.53	40.04	31.02	24.61	19.85	16.17
	Indiana	34	29.5	22.5	15	12.5	10
	Iowa	41.6	31.18	23.7	19.24	14.78	16.56
220	Illinois	50.19	40.60	31.49	25.19	20.15	16.36
	Indiana	35	30	22.5	15	13	10
	Iowa	43.2	32.16	24.4	19.88	15.36	17.22
230	Illinois	50.85	41.17	31.96	25.56	20.45	16.45
	Indiana	35.5	30.5	23	15.5	13	10.5
	Iowa	44.8	33.14	25.1	20.52	15.94	17.88
240	Illinois	51.51	41.73	32.43	25.94	20.75	16.73
	Indiana	36	31	23	16	13	10.5
	Iowa	46.4	34.12	25.8	21.16	16.52	18.54
250	Illinois	52.17	42.30	32.90	26.32	21.05	16.92
	Indiana	37	32	23.5	16	13.5	10.5
	Iowa	48	35.1	26.5	21.8	17.1	19.2
275	Illinois	54.14	43.99	34.31	27.44	21.95	17.48
	Indiana	38.5	33	24.5	16.5	14	11
	Iowa	52.8	36.4	28.6	23.72	18.84	21.18
300	Illinois	55.46	45.12	35.25	28.20	22.56	17.86
	Indiana	40	34	25	17	14.5	11.5
	Iowa	56	40	30	25	20	22.5
325	Illinois	57.34	47	37.13	29.32	23.46	18.80
	Indiana	41	35	26	18	15	12
	Iowa	57.5	41.5	31.5	26.5	21.5	24
350	Illinois	58.28	47.94	38.07	29.89	23.91	19.27
	Indiana	42	36	27	18.5	15.5	13
	Iowa	58.5	42.5	32.5	27.5	22.5	25
375	Illinois	59.22	48.88	39.01	24.36	19.74	17.86
	Indiana	43	36.5	27.5	19	16.5	13.5
	Iowa	60	44	34	29	24	26.5
400	Illinois	60.16	49.82	39.48	31.02	24.81	20.12
	Indiana	44	37.5	28.5	19.5	17	14
	Iowa	61	45	35	30	25	27.5
425	Illinois	61.10	50.57	40.42	31.77	25.41	20.68
	Indiana	44.5	38.5	29	20.5	17.5	14.5
	Iowa	62.5	46.5	36.5	31.5	26.5	29

The rates shown in the preceding exhibit for the state of Iowa are governed by the schedule of reasonable maximum rates of charges as made by the Railroad Commissioners of Iowa.

Said schedule was offered in evidence in the 1902 hearing as Exhibit 2. It was contended by some of the witnesses for respondents that this schedule has had the effect of reducing the number of manufactories in Iowa.

Exhibit 101 being the Census Bulletin issued by the government, shows the number of manufacturing establishments in Iowa, in 1890, was 7,440, while in 1900 there were 14,819, an increase of 99.2 per cent.

Exhibit 102 being Census Bulletin issued by the government, shows statistics for Illinois. In 1890 there were 20,482 manufacturing establishments in Illinois, as compared with 38,360 in 1900, being an increase of 87.3 per cent, showing that between 1890 and 1900, manufacturing establishments in Iowa increased in larger proportion than in Illinois.

Exhibit 25, consisting of a tariff, shows that the distance from Richmond to Knightsville, Indiana, is 123 miles.

The Indiana rate, as disclosed by the tariff, for the first five classes, is as follows:

31 26.50 21.50 14 11

The Illinois Commissioners' schedule for the same distance, for the first five classes is:

42.77 33.37 26.32 20.68 16.50

Richmond to Terre Haute, 140 miles: Indiana rate for the first five classes is as follows;

31 26.50 21.50 14 11

Illinois Commissioners' schedule for the same distance, for the first five classes is as follows:

44.18 34.74 27.16 21.80 17.44

Petitioners' exhibit 64 consists of various expense bills over the Panhandle, Big Four and Monon route, showing shipments entirely within the state of Indiana, and a comparison made therewith of the Commissioners' schedule in Illinois and the rates for the same distance under the C. F. A. scale, as follows:

	Miles.	Illinois rate.	Indiana rate.	C. F. A. scale.
South Bend to Anderson	126	42.77	26.50	26
Richmond to Anderson	48	23.50	11.50	12
Indianapolis to Goshen	146	44.65	28.05	28.50
Goshen to Anderson	100	38.54	24	24
Daleville to Indianapolis (1½ first-class)	45	42.60	15	15.75
Indianapolis to Anderson	35	24.44	18	.....
Salem to Indianapolis	195	48.59	33	33

Exhibit 66 consists of a letter from the agent of the Pennsylvania Company at Vincennes, Indiana, quoting class rates from Vincennes to Spencer, Indiana, a distance of 64 miles, for the first five classes, as follows:

15.50 14 13 10 7.50

Illinois distance tariff for the same distance is:

31.96 26.32 22.56 15.51 12.40

The C. F. A. scale is the same as the Indiana rate named in this letter.

Exhibit 51 consists of expense bills of the Illinois Central, Chicago & Alton and Wabash, showing that from Chicago to Springfield, a little less than the Commissioner's schedule is charged, while from Bloomington to Springfield, the full schedule is charged.

The distance from Chicago to Springfield is 185 miles, and the rate charged on first-class is 47 cents. The distance from Indianapolis to Springfield is 197 miles, and the rate charged is 18½ cents.

Exhibit 68 consists of a postal card from the agent of the L. E. & W. Railroad Company at Ft. Wayne, quoting class rates from Fort Wayne to Royerton, both in Indiana, the distance being 60 miles, and is as follows:

29 19 15 10 8

The Illinois rate, for the same distance is as follows:

31.02 25.38 21.62 15.04 12.03

Exhibit 70 consists of expense bill of the E. & T. H. R. R. Co. on shipment of nuts from Evansville to Terre Haute, 109 miles, showing the Indiana rate to be 18 cents, whereas the C. F. A. scale is 24.50 and the Illinois rate is 40.42.

Exhibit 69 consists of a letter from the agent of the Pennsylvania Company at Ft. Wayne, Indiana, quoting rates from Ft. Wayne to Richmond, 92 miles, and from Ft. Wayne to Bourbon, Indiana, 53 miles, and as compared with the Illinois rates, is as follows:

Ft. Wayne to Richmond:					
Indiana rate	23	22	18	12	9
Illinois rates for same distance	37.60	30.55	24.62	18.33	14.66
Ft. Wayne to Bourbon:					
Indiana rates	17	15	13.5	10	8
Illinois rates for same distance	30.08	24.44	20.68	14.57	11.65

A reference to page 37 of the tariff of the Michigan Central, introduced as Exhibit A-11 shows a comparison of that tariff applying locally between stations in Michigan, on the Michigan Central, versus the C. F. A. scale and Illinois distance tariff rates for like distances. The part of said Exhibit A-11 which has reference to local rates in Michigan is as follows:

MICHIGAN CENTRAL R. R.

	Miles.	1	2	3	4	5	6
Detroit to Ann Arbor	37	16	14	12	9	7.5	5
C. F. A. scale	37	9.5	9.5	9	8	7	6
Illinois distance tariff	37	26.3	21.6	17.8	13.2	10.5	8.9
Michigan distance tariff	37	18	15	11	9	7	6
Detroit to Jackson	76	19	17	15	10.5	8	7
C. F. A. scale	76	19.5	18.5	17	11	8.5	7.5
Illinois distance tariff	76	34.8	29.1	23.8	16.9	13.5	11.5
Michigan distance tariff	76	24	21	17	11	8.5	7.5
Detroit to Kalamazoo	144	30	26	20	13.5	11	9
C. F. A. scale	144	28.5	25	20	13.5	10.5	8.5
Illinois distance tariff	144	44.6	35.2	27.4	22.2	17.7	14.08
Michigan distance tariff	144	30	26	20	15	11	9
Detroit to Niles	192	30	26	20	13.5	11	9
C. F. A. scale	192	33	28.5	22	15	12	9.5
Illinois distance tariff	192	48.6	39.1	30.3	24.2	19.4	15.8
Michigan distance tariff	192	39	33	25	19	14	11

Exhibit B which will be found on page 29 of the original printed petition filed in this case, and which was substantiated by tariffs afterwards introduced in evidence on the hearing, is as follows:

Exhibit B.

A COMPARISON OF RATES FROM CHICAGO TO INDIANA AND ILLINOIS POINTS ON BOTH SIDES OF STATE LINE.

	Miles.	1st.	2d.	3d.	4th.	5th.	6th.
Goodland, Indiana	85	25	22	19.5	12.5	9.5	7.5
Woodland, Illinois	82	30	25	20	13	12.5	10.5
Onarga, Illinois	85	35.72	29.61	24.06	17.39	13.91	11.75
Illinois distance tariff	85	35.72	29.61	24.06	17.39	13.91	11.75
Oxford, Indiana	108	30	25	20	13	10	8.5
Rossville, Illinois	105	30	25	20	13.5	12.5	10.5
Paxton, Illinois	108	39.48	31.49	25.19	19.17	15.34	12.69
Illinois distance tariff	105	39.48	31.49	25.19	19.17	15.34	12.69

Exhibit B—Concluded.

	Miles.	1st.	2d.	3d.	4th.	5th.	6th.
Rob Roy, Indiana	124	30	25	20	13.5	10.5	9
Danville, Illinois	124	30	25	20	13.5	12.5	10.5
Champaign, Illinois	127	43.24	33.84	26.6	20	16	13.72
Illinois distance tariff	127	43.24	33.84	20.6	21.05	16.84	13.72
Hillsdale, Indiana	155	31.5	27	21.5	14	11.5	9
Allerton, Illinois	151	40	30.5	12.5	15.7	14	13
Tuscola, Illinois	150	45.12	35.72	27.72	20	17	14.48
Illinois distance tariff	150	45.12	35.72	27.72	22.56	18.04	14.48
Terre Haute, Indiana	178	31.5	27	21.5	14	11.5	9
Bourbon, Illinois	180	40	30.5	23.5	15.7	14	13
Ætha, Illinois	179	47	38	29	20	17	15
Illinois distance tariff	180	47.56	37.97	29.42	23.68	18.95	15.37
Vincennes, Indiana	235	37	32	23.5	16	13.5	10.5
Tonti, Illinois	238	51.51	41.73	32	25	20	16.73
Illinois distance tariff	238	51.51	41.73	32.43	25.94	20.75	16.73
Evansville, Indiana	287	40	34	25	17	15	12
DuQuoin, Illinois	288	54.8	44.55	34.78	25	22.25	17.67
Illinois distance tariff	288	54.8	44.55	34.78	27.82	22.25	17.67

Exhibit A to the petition of the Quincy Freight Bureau, dated July 8, 1902, which will be found on page 2 of the printed copy of intervening petitions, makes a comparison between rates of shipments entirely within the State of Indiana, as compared with the Illinois distance tariff, and is as follows:

Exhibit A.

PENNSYLVANIA R. R. (P. C. C. C. & St. L. R. R.)

Local distance freight tariff from Richmond, Ind., compared with Illinois rates.

	Miles	CLASSES.					
		1	2	3	4	5	6
To Centerville, Ind.	6	7.5	7.5	7	6	4	3
Illinois distance tariff	6	13.16	11.28	9.40	7.52	6.01	4.70
To Cambridge City, Ind.	15	7.5	7.5	7.5	7	5	3.5
Illinois distance tariff	15	16.92	15.04	13.16	9.40	7.52	6.58
To Dunreith, Ind.	29	7.5	7.5	7.5	7	6	5
Illinois distance tariff	30	22.56	19.74	15.98	11.98	9.58	7.99
To Knightstown, Ind.	34	8.5	8.5	8	7.5	6.5	5.5
Illinois distance tariff	35	24.44	20.68	16.92	12.69	10.15	8.46
To Greenfield, Ind.	47	12	11.5	10.5	8.5	7.5	6.5
Illinois distance tariff	50	29.14	23.50	19.74	14.10	11.28	9.64
To Philadelphia, Ind.	51	13	12.5	11.5	9	7.5	6.5
Illinois distance tariff	55	30.08	24.44	20.68	14.57	11.65	10.32
To Cumberland, Ind.	57	14.5	13	12	10	7.5	6.5
Illinois distance tariff	60	31.02	25.38	21.62	15.04	12.03	10.58
To Indianapolis, Ind.	68	17	15	13.5	10	8	7
Illinois distance tariff	70	32.90	27.26	23.03	15.98	12.78	11.05
To Greencastle, Ind.	107	28.5	25	20	13.5	10.5	8.5
Illinois distance tariff	110	40.42	31.96	25.47	19.55	15.64	12.93
To Knightsville, Ind.	123	31	26.5	21.5	14	11	9
Illinois distance tariff	125	42.77	33.37	26.32	20.68	16.54	13.54
To Terre Haute, Ind.	140	31	26.5	21.5	14	11	9
Illinois distance tariff	140	44.18	34.78	27.16	21.80	17.44	14.10

INTERSTATE RATES AS COMPARED WITH ILLINOIS COMMISSIONERS' SCHEDULE.

The evidence of witnesses called for the respondents is that interstate rates or joint tariffs made with roads operating in other states, in connection with the roads operating in Illinois, are voluntarily made and that the proportion of the freight accruing to the Illinois road is fixed by agreement between the two roads. It must therefore be borne in mind that the interstate rates, as indicated by the exhibits hereafter shown, are the voluntary act of the railroad company and the testimony of the various witnesses for respondents shows that no freight is carried in Illinois by the Illinois railroads at a loss.

Exhibit 71 consists of expense bills of the T. H. & I. R. R. Co. and shows the rate on nails from Indianapolis, Indiana to Oakland, Illinois, 167 miles, to be 14 cents, while the rate from Decatur, Illinois to Oakland, over the same line, a distance of 56 miles, is 12 cents.

Exhibit 75 consists of expense bills on the Big Four Railroad, showing that the rate on nails: Indianapolis to Urbana, Illinois, 116 miles, is 11 cents, while from Decatur to Urbana, 46 miles, the rate is 13 cents.

Exhibits 91 and 93 consist of tabulated statements showing the rates on various commodities in the grocery business, from Chicago to certain points in Illinois, and to other points in Indiana, immediately opposite said Illinois towns, and are as follows:

The following are the L. C. L. rates, and the distances from Chicago, Ill., to the points mentioned. The towns in each set of two are immediately opposite each other on either side of the Illinois-Indiana state line and are connected by the same line of railway. The percentage column shows the increased charges from Chicago to Illinois points over Indiana points.

[illegible]

CHICAGO, November 28, 1902.

The following illustrate exhibit "B," as applied to specific articles in the grocery business.
The percentage column shows the increased charges from Chicago to Illinois points over Indiana points.

FROM CHICAGO TO—

ARTICLES.	Goodland, Ind.— 85 miles.....	Onarga, Ill. — 85 miles.....	Per cent.....	Oxford, Ind.—103 miles.....	Paxton, Ill. — 103 miles.....	Per cent.....	Rob Roy, Ind.— 124 miles.....	Champaign, Ill.— 127 miles.....	Per cent.....	Hillsdale, Ind.— 155 miles.....	Tuscola, Ill. —149 miles.....	Per cent.....	Terre Haute, Ind. 178 miles.....	Aetna, Ill. — 179 miles.....	Per cent.....	Vincennes, Ind. 235 miles.....	Tonti, Ill. — 238 miles.....	Per cent.....	Evansville, Ind. 287 miles.....	DuQuoin, Ill. — 288 miles.....	Per cent.....
Baking powder.....	19.5	21.06	23	20	25.19	26	20	26.6	33	21.5	27.72	29	21½	29	35	23.5	32	36	25	34.78	39
Beans.....	12.5	15.51	24	13	15.15	19	13.5	15.5	15	14.5	15.75	12½	14	16	14½	16	17	17	17	19	39
Brooms in bundles.....	25	35.72	43	30	39.48	32	30	43.74	44	31.5	45.12	43	21½	29	35	23.5	32	36	25	34.78	39
Cheese.....	19.5	24.06	23	20	25.19	26	20	26.6	33	21.5	27.72	29	21½	29	35	23.5	32	36	25	34.78	39
Chocolate and cocoa.....	22	29.61	34	25	31.49	26	20	33.84	35	21.5	27.72	29	21½	29	35	23.5	32	36	25	34.78	39
Cocoa nut.....	19.5	24.06	23	20	25.19	26	20	26.6	33	21.5	27.72	29	21½	29	35	23.5	32	36	25	34.78	39
Cigars.....	25	35.72	43	30	39.48	32	30	43.74	44	31.5	45.12	43	21½	29	35	23.5	32	36	25	34.78	39
Extracts.....	25	35.72	43	30	39.48	32	30	43.74	44	31.5	45.12	43	21½	29	35	23.5	32	36	25	34.78	39
Fish, salted or in brine.....	9.5	13.91	47	10	15.34	33	10.5	15.5	47½	11.5	15.75	37	11½	16	74	13.5	17	17	15	19	26½
Flour.....	9.5	17.89	84½	10	19.17	32	10.5	20	96	11.5	20.75	74	11½	16	74	13.5	17	17	15	19	26½
Gelatine.....	19.5	29.61	51½	20	31.49	57	20	33.84	69	21.5	27.72	60½	21½	38	74	23.5	32	36	25	34.78	39
Honey.....	9.5	17.89	84½	10	19.17	32	10.5	20	96	11.5	20.75	74	11½	16	74	13.5	17	17	15	19	26½
Lemons and oranges.....	22	29.61	34	25	31.49	26	23	33.84	36	21.5	27.72	32	21½	38	43	23.5	32	36	25	34.78	39
Rice.....	12.5	17.89	34	13	19.17	17	25	33.84	36	21.5	27.72	32	21½	38	43	23.5	32	36	25	34.78	39
Spices, ground.....	22	29.61	34	25	31.49	26	23	33.84	36	21.5	27.72	32	21½	38	43	23.5	32	36	25	34.78	39
Starch.....	12.5	17.89	25	16	19.17	19	16	20	32	14	17½	14	16	14½	14	18.5	25	35	30	34	47
Syrup in barrels.....	25	35.72	43	30	39.48	32	30	43.74	44	31.5	45.12	43	21½	29	35	23.5	32	36	25	34.78	39
Tea.....	12.5	15.5	24	13	15.15	19	13.5	15.5	15	14.5	15.75	12½	14	16	14½	16	17	17	17	19	39
Tobacco, smoking.....	25	35.72	43	30	39.48	32	30	43.74	44	31.5	45.12	43	21½	29	35	23.5	32	36	25	34.78	39
Tobacco, plug.....	19.5	24.06	23	20	25.19	26	20	26.6	33	21.5	27.72	29	21½	29	35	23.5	32	36	25	34.78	39
Yeast cakes.....	19.5	24.06	23	20	25.19	26	20	26.6	33	21.5	27.72	29	21½	29	35	23.5	32	36	25	34.78	39

Exhibit 76 consists of 17 expense bills of the L. E. & W. Railroad Co showing shipments of bridge iron from Muncie, Ind. to various points in Illinois.

The first one shows that the rate charged from Muncie, Ind. to Bayliss, Ill., is 14 cents; the rate from Decatur to Bayliss is 20.31. It is 117 miles from Decatur to Bayliss and 319 miles from Muncie to Bayliss. The Lake Erie and the Wabash make a haul of 195 miles in the State of Illinois. These expense bills show that they do that for 14 cents from Muncie and they charge 20.31 from Decatur.

The second is a shipment from Muncie to Poplar City, Ill. The distance is 290 miles, rate 14 cents. The rate from Decatur to the same point is 16.45.

The next is a shipment from Muncie to Latham, Ill., a distance of 205 miles. The rate is 13 cents. From Decatur to Latham, 15 miles, the rate is 12.69.

The next is from Muncie to Kelsey, Ill., a distance of 302 miles. The rate is 14 cents, while from Decatur to Kelsey the rate is 16.45.

The next is from Muncie, Ind. to Mason City, Ill. The rate is 14 cents, while the rate from Decatur to the same point is 15.04.

The next is from Muncie to Chestnut, Ill. The rate is 13 cents, while the rate from Decatur to Chestnut is 12.69.

From Muncie to Pana, Ill., 251 miles, the expense bill shows the rate to be 14 cents, while from Decatur to Pana, a distance of 32 miles, the rate charged is 12.69.

From Muncie to Williamsville, Ill., the distance is 272 miles and the rate is 14 cents, while from Decatur to Williamsville, 51 miles, the rate is 15.04.

From Muncie to Princeville, Ill., 282 miles, the rate is 14 cents, while from Decatur to Princeville, 122 miles, the rate is 20.68.

From Muncie to Herman, Ill., 201 miles, the rate is 13 cents, while from Decatur to Herman, 11 miles, the rate is 8.46.

From Muncie to Hartsburg, Ill., 235 miles, the rate is 10 cents, while from Decatur to Hartsburg, 41 miles, the rate is 8.46.

From Muncie to Mt. Joy, Ill., 241 miles, the rate is 13 cents, while from Decatur to Mt. Joy, 42 miles, the rate is 13.63.

Exhibit 51 consists of expense bills showing that the charge on first-class freight from Chicago to Springfield, a distance of 185 miles, is 47 cents, while from Indianapolis to Springfield, 197 miles, the rate is 18½ cents.

Exhibit A-7, omitting the tariff forming a part thereof, is as follows:

Exhibit A-7.

ILLINOIS CENTRAL R. R.

Indiana, Decatur & Western Ry. joint freight tariff No. 568, and amendments. Also statement showing comparison of rates on the first six classes from Indianapolis to points in Illinois on the Illinois Central R. R. vs. Central Freight Association scale and Illinois distance tariff rates for like distances. Also comparison with the rates from Chicago to same points.

ILLINOIS CENTRAL R. R.

	Miles.	1	2	3	4	5	6
Indianapolis to Champaign	118	31	26.5	21.5	14	11	9
C. F. A. scale	118	25	22	19.5	12.5	9.5	8
Illinois distance tariff	118	42	32.9	26	20.3	16.2	13.3
Chicago to Champaign	127	43.3	33.8	26.6	20	16	13.7
Indianapolis to Bloomington	166	31.5	27	21.5	14	11.5	9
C. F. A. scale	166	31	26.5	21.5	14	11	9
Illinois distance tariff	166	46.8	37.2	28.8	22.3	18.6	15
Chicago to Bloomington	126	43.2	33.8	26.6	21.1	16.8	13.7
Indianapolis to Litchfield	207	37	32	23.5	16	13.5	10.5
C. F. A. scale	207	34	29.5	22.5	15	12.5	10
Illinois distance tariff	207	49.5	40	31	24.8	19.8	16.2
Chicago to Litchfield	235	47	38	29	20	17	15
Indianapolis to LaSalle	226	40	32	24	18	14	12
C. F. A. scale	226	35.5	30.5	23	15.5	13	10.5
Illinois distance tariff	226	50.8	41.2	32	25.5	20.5	16.5
Chicago to LaSalle	99	35	25	18	14	13	12

Exhibit A-8, exclusive of the tariff forming a part thereof, is as follows:

Exhibit A-8.

CHICAGO & ALTON RAILROAD.

Indiana, Decatur & Western Ry. Joint Freight Tariff No. 995. Also statement showing comparison of rates on the first six classes from Indianapolis to points in Illinois on the C. & A. R. R. vs. Central Freight Association scale and Illinois distance tariff rates for like distances. Also comparison with rates from Chicago to same points.

C. & A. R. R.

	Miles.	1	2	3	4	5	6
Indianapolis to Braceville	165	31.5	27	21.5	14	11.5	9
C. F. A. scale.....	165	31	26.5	21.5	14	11	9
Illinois distance tariff	165	46.4	36.8	28.6	23.1	18.5	14.9
Chicago to Braveville	61	32	26.3	22.6	15.5	12.4	10.8
Indianapolis to Streator	190	31.5	27	21.5	14	11.5	9
C. F. A. scale.....	190	32	28	22	14.5	11.5	9.5
Illinois distance tariff	190	48.3	38.7	30	24	19	15.6
Chicago to Streator.....	94	35	25	18	14	13	12
Indianapolis to Peoria	211	31.5	27	21.5	14	11.5	9
C. F. A. scale.....	211	34	29.5	22.5	15	12.5	10
Illinois distance tariff	211	50.2	40.6	31.5	25.2	20.2	16.4
Chicago to Peoria	150	40	32	24	13	10	8
Indianapolis to East St. Louis.....	242	37	32	23.5	16	13.5	10.5
C. F. A. scale.....	242	37	32	23.5	16	13.5	10.5
Illinois distance tariff	242	52.2	42.3	32.9	26.3	21	16.9
Chicago to East St. Louis.....	281	47	38	29	23	18	15

Exhibit A-13, exclusive of the tariff forming a part thereof, is as follows:

Exhibit A-13.

A schedule showing the current merchandise rates from Cincinnati, Ohio, and Indianapolis, Indiana, to the various points in Illinois used in these exhibits, and authenticated and confirmed by the C. C. C. & St. L. Ry. Co., on April 18, 1905.

*CLASS RATES IN CENTS PER 100 POUNDS, IN EFFECT APRIL 14, 1905.

From Cincinnati, Ohio, on Classes.						To Illinois Points Below.	From Indianapolis, Ind., on Classes					
1	2	3	4	5	6		1	2	3	4	5	6
40	34	25	17	15	12	Effingham.....	31.5	27	21.5	14	11.5	9
40	34	25	17	15	12	Newton.....	31.5	27	21.5	14	11.5	9
40	34	25	17	15	12	Champaign.....	31	26.5	21.5	14	11	9
40	34	25	17	15	12	Decatur.....	31.5	27	21.5	14	11.5	9
40	34	25	17	15	12	Bloomington.....	31.5	27	21.5	14	11.5	9
40	34	25	17	14.5	11.5	Mattoon.....	31.5	27	21.5	14	11.5	9
40	34	25	17	15	12	Litchfield.....	37	32	23.5	16	13.5	10.5
40	34	25	17	15	12	Pana.....	35	30	22.5	15	13	10
40	34	25	17	15	12	Mt. Vernon.....	37	32	23.5	16	13.5	10.5
40	34	25	17	15	12	Peoria.....	31.5	27	21.5	14	11.5	9
40	34	25	18	15	12	LaSalle.....	40	32	24	18	14	12
40	34	25	17	15	12	Springfield.....	37	32	23.5	16	13.5	10.5
40	34	25	17	15	12	Salem.....	37	32	23.5	16	13.5	10.5
55	50	40	29	24	19.5	Freeport.....	52	47	37	26	21	17
55	50	40	29	24	19.5	Dixon.....	52	47	37	26	21	17
40	34	25	17	15	12	Centralia.....	37	32	23.5	16	13.5	10.5
43	36.5	27.5	19	16	13	Lombardville.....	40	32	24	18	14	12
43	36.5	27.5	19	16	13	Elmwood.....	40	32	24	18	14	12
40	34	25	18	15	12	Streator.....	31.5	27	21.5	14	11.5	9
40	34	25	18	15	12	Braceville.....	31.5	27	21.5	14	11.5	9

* Governed by the official classification.

CHICAGO SHIPPERS' ASSOCIATION.

CHICAGO, April 13, 1905.

Mr. C. J. Brister, Ass't G. F. A., C., C., C. & St. L. Ry., Cincinnati, Ohio.

Dear Sir:—If I am not intruding on your kind offices, I would like to have the rates from Cincinnati and Indianapolis to points in Illinois, named below, on the six classes:

Effingham, Ill.
 Newton, Ill.
 Champaign, Ill.
 Decatur, Ill.
 Bloomington, Ill.
 Mattoon, Ill.
 Litchfield, Ill.
 Pana, Ill.
 Mt. Vernon, Ill.
 Peoria, Ill.
 LaSalle, Ill.
 Springfield, Ill.
 Salem, Ill.
 Freeport, Ill.
 Dixon, Ill.
 Centralia, Ill.
 Lombardville, Ill.
 Elmwood, Ill.
 Streator, Ill.
 Braceville, Ill.

I very much desire this information and will appreciate your kindness in this matter. Thanking you in advance for the courtesy, I am,

Yours very truly,

H. C. BARLOW, *Manager.*

"BIG FOUR ROUTE."

THE CLEVELAND, CINCINNATI, CHICAGO & ST. LOUIS RY. CO.

Traffic Department.

CHICAGO, April 18, 1905.

Mr. H. C. Barlow, Mgr. Chicago Shippers Ass'n.

1213 Merchants Loan & Trust Bldg., Chicago, Ill.

DEAR SIR—I return herewith your letter of April 13th, addressed to C. J. Brister, which has been referred to us.

Attached you find the class rates as per your request.

Yours truly,

C. TILLINGHAST,

A. G. F. A.

Exhibit A-9, exclusive of the tariff which is made a part of the same, is as follows:

Exhibit A-9.

INDIANA, DECATUR & WESTERN RY.

I. D. & W. Ry. local freight tariff No. 820. Also statement showing comparison of rates on the first six classes from Indianapolis to stations in Illinois on that line vs. Central Freight Association scale and Illinois Distance tariff for like distances. Also comparison with the rates from Chicago to same points.

INDIANAPOLIS, DECATUR & WESTERN RY.

	Miles.	1	2	3	4	5	6
Indianapolis to Hume	95	27.5	24	20	13	10	8.5
C. F. A. scale	95	23	22	18	12	9	8
Illinois distance tariff	95	37.6	30.5	24.6	18.3	14.6	12.2
Chicago to Hume	154	45.1	35.2	27.7	20	17	14.5
Indianapolis to Tuscola	117	31	26.5	21.5	14	11	9
C. F. A. scale	117	25	22	19.5	12.5	9.5	8
Illinois distance tariff	117	42.3	32.9	26	20.3	16.2	13.3
Chicago to Tuscola	154	45.1	35.2	27.7	20	17	14.5
Indianapolis to Decatur	153	31.5	27	21.5	14	11.5	9
C. F. A. scale	153	30	26	21	13.5	11	9
Illinois distance tariff	153	45.6	36.1	28	22.7	18.2	14.5
Chicago to Decatur	173	46.8	37.2	28.9	22	17	15
Indianapolis to Springfield	197	37	32	23.5	16	13.5	10.5
C. F. A. scale	197	33	28.5	22	15	12	9.5
Illinois distance tariff	197	48.8	39.5	30.5	24.4	19.5	16
Chicago to Springfield	193	47	38	29	22	17	15

Exhibit A-10, exclusive of the tariff which is made a part of the same, from which the rates are secured in making up said exhibit, is as follows:

Exhibit A-10.

CHICAGO, BURLINGTON & QUINCY RAILWAY.

Vandalia line joint freight tariff No. 1890. Also statement showing comparison of rates on the first six classes from Indianapolis to stations in Illinois on the C., B. & Q. Ry. vs. Central Freight Association scale and Illinois distance tariff for like distances. Also comparison with the rates from Chicago to same points:

C., B. & Q. R'Y.

	Miles.	1	2	3	4	5	6
Indianapolis to Elmwood	237	40	32	24	18	14	12
C. F. A. scale	237	36	31	23	16	13	10.5
Illinois distance tariff	237	51.5	41.7	32.4	25.9	20.7	16.7
Chicago to Elmwood	160	46.4	36.8	28.6	22	17	14.9
Indianapolis to Lombardville	275	40	32	24	18	14	12
C. F. A. scale	275	38.5	33	24.5	18.5	14	11
Illinois distance tariff	275	54.1	44	34.3	27.4	21.9	17.5
Chicago to Lombardville	124	42.8	33.4	26.3	20	15	13.5

Exhibit A to the intervening petition, which will be found in the printed copy of petitions, on page 27, is as follows:

Exhibit A.

COMPARISON OF CLASS RATES FROM INDIANAPOLIS AND FROM CHICAGO TO VARIOUS POINTS IN ILLINOIS.

CHAMPAIGN.

	Miles.	1	2	3	4	5	6
Chicago	127.62	.4324	.3384	.266	.20	.16	.1372
Indianapolis	118.2	.31	.285	.215	.14	.11	.09
		.1224	.0734	.051	.06	.05	.0472

*Exhibit "A"—Concluded.***BLOOMINGTON.**

Chicago.....	126.5	.4324	.3384	.266	.2105	.1684	.1372
Indianapolis.....	165.9	.315	.27	.215	.14	.1150	.09
		.1174	.0684	.051	.0705	.0534	.0472

PEORIA.

Chicago.....	154.9	.40	.32	.24	.18	.14	.12
Indianapolis.....	211.5	.315	.27	.215	.14	.115	.09
		.085	.05	.025	.04	.025	.03

PARIS.

	Miles.	1	2	3	4	5	6
Chicago.....	153.4	.4606	.3647	.2829	.20	.17	.1476
Indianapolis.....	91	.25	.22	.195	.125	.095	.08
		.2106	.1447	.0879	.075	.075	.0676

MATTOON.

Chicago.....	172.14	.47	.376	.29	.20	.17	.15
Indianapolis.....	128.7	.315	.27	.215	.14	.115	.09
		.155	.106	.075	.06	.055	.06

PANA.

Chicago.....	202	.47	.38	.29	.23	.18	.15
Indianapolis.....	167.6	.35	.30	.225	.15	.13	.10
		.12	.06	.065	.06	.05	.05

LITCHFIELD.

Chicago.....	234	.47	.38	.29	.23	.18	.15
Indianapolis.....	207.1	.37	.32	.235	.16	.135	.105
		.10	.06	.055	.07	.045	.045

EAST ST. LOUIS.

Chicago.....	283	.47	.38	.29	.23	.18	.15
Indianapolis.....	262	.37	.32	.235	.16	.135	.105
		.10	.06	.055	.07	.045	.045

Note that the rates are less from Indianapolis, even where the mileage is longer, than from Chicago.

All of the above rates are substantiated by tariffs afterwards introduced in evidence in the first hearing.

Exhibit "B," which will be found on page 10 of the before mentioned printed copy of the pleadings, and which was substantiated by tariffs afterwards introduced in evidence, is as follows:

Exhibit "B."

COMPARISON OF FREIGHT RATES BETWEEN POINTS WHOLLY WITHIN ILLINOIS
AND RATES CHARGED FROM POINTS IN MICHIGAN, OHIO, INDIANA
AND KENTUCKY TO ILLINOIS POINTS.

	Miles.	1	2	3	4	5	6
To Aledo, Ill.,							
From Quincy, Ill.	160	37	28	24	19	14	11
Chicago.	175	47	37.97	29	22	17	15
Peoria.	113	36.66	28	24	17.86	14	11
E. St. Louis.	234	48.43	38.84	28.57	22	17	14.9
Detroit, Mich.	459	50	45	35	25	21	17.5
Cleveland, O.	534	60	51.5	38.5	28.5	22.5	18.5
Columbus, O.	489	54	46.5	36	25.5	21.5	18
Cincinnati, O.	473	50	45	35	25	21	17.5
Louisville, Ky.	468	51	46	36	26	22	18.5
Indianapolis.	324	47	28	32	22	18	15
To Bement, Ill.,							
From Quincy.	178	47.56	37.97	29.42	23.68	18.95	15.37
Chicago.	163	45.59	36.09	28.01	20	17	14.52
E. St. Louis.	190	43.24	33.84	26.60	21.05	16.84	13.72
Detroit.	349	43	36.5	27.5	19	16	13
Cleveland.	492	47	40.5	30	21	17.5	14
Columbus.	334	43	36.5	27.5	19	16	13
Cincinnati.	274	40	34	25	17	15	12
Louisville.	290	41	35	26	18	16	13
Indianapolis.	139	31.5	27	21.5	14	11.5	9
To Bloomington, Ill.,							
From Quincy.	193	47	38	29	22.74	18.19	15
Chicago.	126	43.24	33.84	26.60	21.05	16.84	13.72
Peoria.	40	20	17	14	10	8	6.5
E. St. Louis.	154	45.50	36.09	28.01	22.74	18	14.52
Detroit.	410	43	36.5	27.5	19	16	13
Cleveland.	485	51.5	44.5	33	23	19.5	15.5
Columbus.	347	43	36.5	27.5	19	16	13
Cincinnati.	277	40	34	25	17	15	12
Louisville.	276	41	35	26	18	16	13
Indianapolis.	166	31.5	27	21.5	14	11.5	9
To Centralia, Ill.,							
From Quincy.	240	55	45	35	25.94	20.75	19
Chicago.	252	52.83	42	32	25	20	17.11
E. St. Louis.	62	33.56	27.64	23.69	16.28	13.02	11.35
Detroit.	536	45	39	30	21	18	14
Cleveland.	611	51.5	44.5	33	23	19.5	15.5
Columbus.	389	45	39	30	21	18	14
Cincinnati.	285	40	34	25	17	15	12
Louisville.	270	40	34	25	17	15	12
Indianapolis.	201	38.5	33	24.5	17	14.5	11
To Dixon, Ill.,							
From Quincy.	208	47	38	29	22	17	15
Chicago.	98	38.54	31.02	24.9	18.8	15	12.43
E. St. Louis.	267	47	38	29	23	18	15
Detroit.	382	55	50	40	29	24	19.5
Cleveland.	457	65	56.5	43.5	30.5	25.5	20.5
Columbus.	412	59	51.5	41	29.5	24.5	20
Cincinnati.	396	55	50	40	29	24	19.5
Louisville.	381	56	51	41	30	25	20.5
Indianapolis.	281	52	47	37	26.26	21	17

Exhibit "B"—Continued.

	Miles.	1	2	3	4	5	6
To Girard, Ill.,							
From Quincy.....	109	47	38	29	23	18	15
Chicago.....	210	47	38	29	23	18	15
Peoria.....	89	36.66	30.08	24.34	17.86	14.28	11.98
Bloomington.....	84	35.72	29.61	24.06	17.89	13.91	11.75
E. St. Louis.....	70	32.90	27.26	23.03	15.98	12.78	11.06
Detroit.....	494	45	39	30	21	18	14
Cleveland.....	569	44.5	38.5	33	23	19.5	15.5
Columbus.....	534	45	39	30	21	18	14
Cincinnati.....	409	43	36.5	27.5	19	16.5	13.5
Indianapolis.....	37	32	23.5	16	13.5	10.5	
To Gilman, Ill.,							
From Quincy.....	252	51.51	41.73	32.43	25.94	20.75	16.73
Chicago.....	81	35.72	29.61	24.06	17.39	13.91	11.75
Peoria.....	109	31	26	22	14	11	10
E. St. Louis.....	204	47	38	29	23	18	15
Detroit.....	365	43	36.5	27.5	19	16	13
Cleveland.....	440	47	40.5	30	21	17.5	14
Columbus.....	395	43	36.5	27.5	19	16	13
Cincinnati.....	252	40	34	25	17	15	12
Louisville.....	219	41	35	26	18	16	13
Indianapolis.....	109	40	32	24	18	14	12
To Havana, Ill.,							
From Quincy.....	127	47	38	29	22	17	15
Chicago.....	228	47	38	29	22	17	15
E. St. Louis.....	131	40	32	24	18	14	12
Detroit.....	480	45	39	30	21	18	14
Columbus.....	510	45	39	30	21	18	14
Cincinnati.....	363	44	37.5	28.5	19.5	15.5	
Cleveland.....	555	51.5	44.5	33	23	19.5	15.5
Louisville.....	362	45	38.5	29.5	20.5	18	15
Indianapolis.....	252	37	32	23.5	16	13.5	10.5
To Jacksonville, Ill.,							
From Quincy.....	86	36.66	30.03	24.34	17.86	14.28	11.98
Chicago.....	215	47	38	29	22	17	15
Bloomington.....	89	36.66	30.08	24.34	17.86	14.28	11.98
Peoria.....	80	24	20	16	12	10	12.5
E. St. Louis.....	90	36.66	30.08	24.34	17.86	14.28	11.98
Detroit.....	499	45	39	30	21	18	14
Columbus.....	426	45	39	30	21	18	14
Cincinnati.....	342	44	37.5	28.5	19.5	17	14
Louisville.....	341	44	37.5	28.5	20	17.5	14.5
Cleveland.....	574	60	51.5	38.5	26.5	22	18
Indianapolis.....	231	37	32	23.5	16	13.5	10.5
To Kewanee, Ill.,							
From Quincy.....	132	37	28	24	19	14	11
Chicago.....	131	43.71	34.31	26.88	21.43	17	13.91
Peoria.....	87	35.72	25	22	15	11.28	11
E. St. Louis.....	222	47	37	29	17	15	
Detroit.....	415	50	45	35	25	21	17.5
Cleveland.....	490	51.5	44.5	33	23	19.5	15.5
Columbus.....	445	50	44.5	33	22.5	19	15
Cincinnati.....	429	50	45	35	25	21	17.5
Louisville.....	424	51	46	36	26	22	18.5
Indianapolis.....	314	47	42	32	22	18	15
To Lincoln, Ill.,							
From Quincy.....	149	47	38	29	22	17	15
Chicago.....	156	46.06	36.47	28.29	22	17	14.76
Peoria.....	77	34.78	29.14	23.78	16.92	13.53	11.51
Bloomington.....	30	22.56	19.74	15.98	11.98	9.58	7.99
E. St. Louis.....	124	42.77	33.37	26.32	20.68	16.54	15.54
Detroit.....	440	43	36.5	27.5	19	16	13
Cleveland.....	515	47	40.5	30	21	17.5	14
Columbus.....	470	45	39	30	21	18	14
Cincinnati.....	296	40	34	25	17	15	12
Louisville.....	334	41	35	26	18	16	13
Indianapolis.....	186	31.5	27	21.5	14	11.5	9

Exhibit "B"—Concluded.

	Miles.	1	2	3	4	5	6
To Monmouth, Ill.,							
From Quincy.....	99	37	28	24	19	14	11
Chicago.....	179	47	37.97	29	22	17	15
Peoria.....	69	32.9	27.26	23.08	15.98	12	11
E. St. Louis.....	189	45	35	27	22	17	14.5
Detroit.....	463	50	45	35	25	21	17.5
Cleveland.....	538	60	51.5	38.5	28.5	22.5	18.5
Columbus.....	493	54	46.5	36	25.5	21.5	18
Cincinnati.....	391	50	45	35	25	21	17.5
Louisville.....	390	51	46	36	26	22	18.5
Indianapolis.....	280	47	42	32	22	18	15
To Quincy, Ill.,							
From Chicago.....	263	47	38	29	22	17	15
Peoria.....	153	37	28	24	19	14	11
E. St. Louis.....	145	30	25	20	16	12	11.5
Detroit.....	527	50	45	35	25	21	17.5
Cleveland.....	622	61	52.5	39.5	27.5	23	18.5
Columbus.....	512	54	46.5	36	25.5	21.5	18
Cincinnati.....	422	50	45	35	25	21	17.5
Louisville.....	421	51	46	36	26	22	18.5
Indianapolis.....	311	47	42	32	22	18	15
To Rockford, Ill.,							
From Quincy.....	256	47	38	29	22	17	15
Chicago.....	87	36.66	30.08	24	17.86	13	11.98
Peoria.....	242	40	32	24	18	14	12
E. St. Louis.....	353	47	38	29	23	18	15
Detroit.....	371	50	45	35	25	21	17.5
Cleveland.....	446	60	51.5	38.5	28.5	22.5	18.5
Columbus.....	401	54	46.5	36	25.5	21.5	18
Cincinnati.....	385	50	45	35	25	21	17.5
Louisville.....	390	51	46	36	26	22	18.5
Indianapolis.....	270	47	42	32	22	18	15
To Rock Island, Ill.,							
From Quincy.....	155	36.4	26.8	23.5	17.8	14	10.9
Chicago.....	181	46.43	36.84	28.57	22	17	14.96
Peoria.....	95	36.4	26.8	23.5	17.8	14	10.9
E. St. Louis.....	252	46.43	36.84	28.57	22	17	14.9
Detroit.....	365	55	50	40	29	23	19.5
Cleveland.....	540	65	56.5	43.5	30.5	25.5	20.5
Columbus.....	495	59	51.5	41	26.5	24.5	20
Cincinnati.....	479	55	50	40	29	24	19.5
Louisville.....	474	56	51	41	30	25	20.5
Indianapolis.....	306	52	47	37	26	21	17
To Springfield, Ill.,							
From Quincy.....	120	42.30	32.90	26.03	20.30	16.24	13.35
Chicago.....	185	47	38	29	22	17	15
Peoria.....	63	31.96	26.32	22.56	15.51	12.40	10.81
Bloomington.....	58	31.02	25.38	21.62	15.04	12.08	10.58
E. St. Louis.....	96	37.60	30.55	24.62	18.33	14.66	12.22
Detroit.....	469	45	39	30	21	18	14
Cleveland.....	544	51.5	44.5	33	23	19.5	15.5
Columbus.....	382	45	39	30	21	18	14
Cincinnati.....	308	43	36.5	27.5	19	16.5	13.5
Louisville.....	307	43	37	28	19.5	16.5	14
Indianapolis.....	197	37	32	23.5	16	13.5	10.5
To Taylorville, Ill.,							
From Quincy.....	187	48.32	38.72	29.98	24.06	19.25	15.65
Chicago.....	202	47	38	29	23	18	15
E. St. Louis.....	81	35.72	29.61	24.06	17.39	13.91	11.75
Detroit.....	397	45	39	30	21	18	14
Cleveland.....	561	51.5	44.5	33	23	19.5	15.5
Columbus.....	368	45	39	30	21	18	14
Cincinnati.....	327	40	34	25	17	15	12
Louisville.....	312	41	35	26	18	16	13
Indianapolis.....	187	37	32	23.5	16	13.5	10.5

Exhibit A-11, exclusive of the tariff forming part thereof, and reference to page 37 referred to in the first page of the exhibit as here reproduced, which has been reproduced elsewhere, is as follows:

Exhibit A-11.

MICHIGAN CENTRAL R. R.

Michigan Central Local freight tariff, G. F. D. No. 2803. Also statement showing comparison of rates on the first six classes from Detroit to points in Michigan on that line vs. Central Freight Association scale and Illinois distance tariff and Michigan distance tariff, for like distances. Also statement showing comparison of rates from Chicago to various points on that line in Michigan vs. Central Freight Association scale and Illinois distance tariff for like distances. Also reference to page 37 of the above tariff, showing comparison of local distance freight tariff applying locally between stations in Michigan on the Michigan Central vs. Central Freight Association scale and Illinois distance tariff rates, for like distances.

MICHIGAN CENTRAL RAILROAD.

	Miles.	1	2	3	4	5	6
Chicago to Niles, Mich.....	92	22	20	17	12	9	8
C. F. A. scale.....	92	23	22	18	12	9	8
Illinois distance tariff for.....	92	37.6	30.5	24.6	18.3	14.7	12.2
Chicago to Kalamazoo.....	140	30	26	21	13.5	11	9
C. F. A. scale.....	140	27	24	20	13	10	8.5
Illinois distance tariff.....	140	44.6	35.2	27.4	22.2	17.7	14.3
Chicago to Battle Creek.....	163	31.5	27	21.5	14	11.5	9
C. F. A. scale.....	163	31	26.5	21.5	14	11.8	9
Illinois distance tariff.....	163	46.4	36.8	28.6	23.1	18.5	14.9
Chicago to Jackson.....	208	33	28.5	22	15	12	9.5
C. F. A. scale.....	208	34	29.5	22.5	15	12.5	10
Illinois distance tariff.....	208	49.5	40	31	24.8	19.8	16.2
Chicago to Ann Arbor.....	246	37	32	23.5	16	13	10
C. F. A. scale.....	246	37	32	23.5	16	13.5	10.5
Illinois distance tariff.....	246	52.2	42.3	32.9	26.3	21.1	16.9

Exhibit A-2 is as follows:

Exhibit A-2.

Discloses by comparison the difference in the rates on six classes from New York, Buffalo, Detroit, Indianapolis and Cincinnati, to various points in Illinois, via Chicago.

Also a comparison of these rates with the Central Freight Association scale and Illinois distance tariff rates for like distances.

Also a comparison of the proportion accruing to the lines south of Chicago on business routed via that point, compared with the local rates from Chicago to same points, and the Central Freight Association scale and the Illinois distance tariff for like distances.

Exhibit A-2.

Miles.		1	2	3	4	5	6
296	New York to Mt. Vernon, Ill.....	87	75	58	41	35	29
	Proportion—Chicago to Mt. Vernon.....	19.2	16.6	12.8	9.1	7.7	6.4
	Local—Chicago to Mt. Vernon.....	50	40	30	25	20	17.1
	C. F. A. scale, 296 miles.....	40	34	25	17	14.5	11.5
685	Buffalo to Mt. Vernon, Ill.....	55.5	48.5	37	26	22.5	18.5
	Proportion—Chicago to Mt. Vernon.....	19.4	16.9	12.9	9.1	7.9	6.5
	Local—Chicago to Mt. Vernon.....	50	40	30	25	20	
	C. F. A. scale, 296 miles.....	40	34	25	17	14.5	

Exhibit A-2—Continued.

Miles.		1	2	3	4	5	6
464	Detroit to Mt. Vernon, Ill.....	50.5	44.5	33	23	19.5	15.5
	C. F. A. scale, 464 miles.....						
	Proportion—Chicago to Mt. Vernon.....	27.3	24	18.9	12.4	10.5	8.4
296	Local—Chicago to Mt. Vernon.....	50	40	30	25	20	17.1
	C. F. A. scale, 296 miles.....	40	34	25	17	14.5	11.5
	Illinois distance tariff, 296 miles.....	55.5	45.1	35.2	28.2	22.5	17.8
218	Indianapolis to Mt. Vernon, Ill.....	37	32	23.5	16	13.5	10.5
	C. F. A. scale, 218 miles.....	35	30	22.5	15	13	10
	Illinois distance tariff, 218 miles.....	50.2	40.6	31.5	25.2	20.1	16.4
296	Local—Chicago to Mt. Vernon.....	50	40	30	25	20	17.1
	C. F. A. scale, 296 miles.....	40	34	25	17	14.5	11.5
	Illinois distance tariff, 296 miles.....	55.5	45.1	35.2	28.2	22.5	17.8
301	Cincinnati to Mt. Vernon, Ill.....	40	34	25	17	15	12
	C. F. A. scale, 301 miles.....	40	34	25	17	14.5	11.5
	Illinois distance tariff, 301 miles.....	55.5	45.1	35.2	28.2	22.5	17.8
296	Local—Chicago to Mt. Vernon.....	50	40	30	25	20	17.1
	C. F. A. scale, 296 miles.....	40	34	25	17	14.5	11.5
	Illinois distance tariff, 296 miles.....	55.5	45.1	35.2	28.2	22.5	17.8
	New York to Peoria, Ill.....	83	72	55	39	33	28
	Proportion—Chicago to Peoria.....	18.8	12.8	9.8	6.9	5.9	5
150	Local—Chicago to Peoria.....	50	32	24	13	10	8
	C. F. A. scale, 150 miles.....	28.5	25	20	13.5	10.5	8.5
677	Buffalo to Peoria, Ill.....	51	44.5	34	24	20.5	17
	Proportion—Chicago to Peoria.....	15.3	13.4	10.2	7.2	6.2	5.1
150	Local—Chicago to Peoria.....	40	32	24	13	14	12
	C. F. A. scale, 150 miles.....	28.5	25	20	13.5	10.5	8.5
437	Detroit to Peoria, Ill.....	43	36.5	27.5	19	16	13
	C. F. A. scale, 437 miles.....	45	39	30	21	18	15
	Proportion—Chicago to Peoria.....	17.2	14.5	11	7.6	6.4	5.2
150	Local—Chicago to Peoria.....	40	32	24	13	10	8
	C. F. A. scale, 150 miles.....	28.5	25	20	13.5	10.5	8.5
	Illinois distance tariff, 150 miles.....	45.1	35.7	27.7	22.5	18	14.5
211	Indianapolis to Peoria, Ill.....	31.5	27	21.5	14	11.5	9
	C. F. A. scale, 211 miles.....	34	29.5	22.5	15	12.5	10
	Illinois distance tariff, 211 miles.....	50.2	40.6	31.5	25.2	20.2	16.4
150	Local—Chicago to Peoria.....	40	32	24	13	10	8
	C. F. A. scale, 150 miles.....	28.5	25	20	13.5	10.5	8.5
	Illinois distance tariff, 150 miles.....	45.1	35.7	27.7	22.5	18	14.5
321	Cincinnati to Peoria, Ill.....	40	34	25	17	15	12
	C. F. A. scale, 321 miles.....	41	35	26	18	15	12
	Illinois distance tariff, 321 miles.....	57.3	47	37.1	29.3	23.5	18.8
150	Local—Chicago to Peoria.....	40	32	24	13	10	8
	C. F. A. scale, 150 miles.....	28.5	25	20	13.5	10.5	8.5
	Illinois distance tariff, 150 miles.....	45.1	35.7	27.7	22.5	18	14.5
	New York to Bloomington, Ill.....	83	72	55	39	33	28
	Proportion—Chicago to Bloomington.....	14.8	12.8	9.8	6.9	5.9	5
126	Local—Chicago to Bloomington.....	43.2	33.8	26.6	21.1	16.8	13.7
	C. F. A. scale, 126 miles.....	26	23	19.5	13	10	8.5
632	Buffalo to Bloomington, Ill.....	51	44.5	34	24	20.5	17
	Proportion—Chicago to Bloomington.....	15.3	13.4	10.2	7.2	6.2	5.1
126	Local—Chicago to Bloomington.....	43.2	33.8	26.6	21.1	16.8	13.2
	C. F. A. scale, 126 miles.....	26	23	19.5	13	10	8.5
371	Detroit to Bloomington, Ill.....	43	36	27	19	16	13
	C. F. A. scale, 371 miles.....	43	36.5	27.5	19	16.5	13.5
	Proportion—Chicago to Bloomington.....	17.3	14.4	11.2	7.2	6.2	5.1
126	Local—Chicago to Bloomington.....	43.3	33.9	26.6	21.1	16.9	13.7
	C. F. A. scale, 126 miles.....	26	23	19.5	13	10	8.5
	Illinois distance tariff, 126 miles.....	43.2	33.8	26.6	21.1	16.8	13.7
166	Indianapolis to Bloomington, Ill.....	31.5	27	21.5	14	11.5	9
	C. F. A. scale, 166 miles.....	31	26.5	21.5	14	11	9
	Illinois distance tariff, 166 miles.....	46.8	37.2	28.8	22.3	18.6	15
126	Local—Chicago to Bloomington.....	43.3	33.9	26.6	21.1	16.9	13.7
	C. F. A. scale, 126 miles.....	26	23	19.5	13	10	8.5
	Illinois distance tariff, 126 miles.....	43.2	33.8	26.6	21.1	16.8	13.7

Exhibit A-2—Continued.

Miles.		1	2	3	4	5	6
276	Cincinnati to Bloomington, Ill.	40	34	25	17	15	12
	C. F. A. scale, 276 miles.	40	34	25	17	14.5	11.5
	Illinois distance tariff, 276 miles.	54.1	43.9	34.3	27.4	21.9	17.5
126	Local—Chicago to Bloomington.	43.3	33.9	26.6	21.1	16.9	13.7
	C. F. A. scale, 126 miles.	26	23	19.5	13	10	8.5
	Illinois distance tariff, 126 miles.	43.2	33.8	26.6	21.1	16.8	13.7
	New York to Mattoon, Ill.	83	72	55	39	33	28
	Proportion—Chicago to Mattoon.	14.8	12.8	9.8	6.9	5.9	5
172	Local—Chicago to Mattoon.	47	37.6	29	20	17	15
	C. F. A. scale, 172 miles.	31.5	27	21.5	14	11.5	9
594	Buffalo to Mattoon, Ill.	51.5	44	34	24	20.5	17
	Proportion—Chicago to Mattoon.	15.3	13.4	10.2	7.2	6.2	5.1
172	Local—Chicago to Mattoon.	47	37.6	29	20	17	15
	C. F. A. scale, 172 miles.	31.5	27	21.5	14	11.5	9
375	Detroit to Mattoon, Ill.	43	36.5	27.5	19	16	13
	C. F. A. scale, 375 miles.	43	36.5	27.5	19	16.5	13.5
	Proportion—Chicago to Mattoon.	17.2	14.6	11	7.6	6.4	5.2
172	Local—Chicago to Mattoon.	47	37.6	29	20	17	15
	C. F. A. scale, 172 miles.	31.5	27	21.5	14	11.5	9
	Illinois distance tariff, 172 miles.	47.2	37.6	29.1	23.5	18.8	15.2
128	Indianapolis to Mattoon, Ill.	31.5	27	21.5	14	11.5	9
	C. F. A. scale, 128 miles.	26	23	19.5	13	10	8.5
	Illinois distance tariff, 128 miles.	43.2	33.8	26.6	21	16.8	13.7
172	Local—Chicago to Mattoon.	47	37.6	29	20	17	15
	C. F. A. scale, 172 miles.	31.5	27	21.5	14	11.5	9
	Illinois distance tariff, 172 miles.	47.2	37.6	29.1	23.5	18.8	15.2
238	Cincinnati to Mattoon, Ill.	40	34	25	17	14.5	11.5
	C. F. A. scale, 238 miles.	36	31	23	16	13	10.5
	Illinois distance tariff, 238 miles.	51.5	41.7	32.4	25.9	20.7	16.7
172	Local—Chicago to Mattoon.	47	37.6	29	20	17	15
	C. F. A. scale, 172 miles.	31.5	27	21.5	14	11.5	9
	Illinois distance tariff, 172 miles.	47.2	37.6	29.1	23.5	18.8	15.2
	New York to Springfield, Ill.	87	75	58	41	35	29
	Proportion—Chicago to Springfield.	19.2	16.6	12.8	9.1	7.7	6.4
193	Local—Chicago to Springfield.	47	38	29	22	17	15
	C. F. A. scale, 193 miles.	33	28.5	22	15	12	9.5
664	Buffalo to Springfield, Ill.	55.5	48.5	37	26	22.5	18.5
	Proportion—Chicago to Springfield.	19.4	16.9	12.9	9.1	7.9	6.5
193	Local—Chicago to Springfield.	47	38	29	22	17	15
	C. F. A. scale, 193 miles.	33	28.5	22	15	12	9.5
414	Detroit to Springfield, Ill.	45	39	30	21	18	14
	C. F. A. scale, 414 miles.	44.5	38.5	29	20.5	17.5	14.5
	Proportion—Chicago to Springfield.	22.5	19.5	15	10	9	7
193	Local—Chicago to Springfield.	47	38	29	22	17	15
	C. F. A. scale, 193 miles.	33	28.5	22	15	12	9.5
	Illinois distance tariff, 193 miles.	48.6	39.1	30.2	24.2	19.4	15.8
197	Indianapolis to Springfield, Ill.	37	32	23.5	16	13.5	10.5
	C. F. A. scale, 197 miles.	33	28.5	22	15	12	9.5
	Illinois distance tariff, 197 miles.	48.8	39.5	30.5	24.4	19.5	16
193	Local—Chicago to Springfield.	47	38	29	22	17	15
	C. F. A. scale, 193 miles.	33	28.5	22	15	12	9.5
	Illinois distance tariff, 193 miles.	48.8	39.1	30.2	24.2	19.4	15.8
307	Cincinnati to Springfield, Ill.	40	34	25	17	15	12
	C. F. A. scale, 307 miles.	41	35	26	18	15	12
	Illinois distance tariff, 307 miles.	56.4	46.1	36.2	28.7	23	18.3
193	Local—Chicago to Springfield.	47	38	29	22	17	15
	C. F. A. scale, 193 miles.	33	28.5	22	15	12	9.5
	Illinois distance tariff, 193 miles.	48.8	39.1	30.2	24.2	19.4	15.8
	New York to Salem, Ill.	87	75	58	41	35	29
	Proportion—Chicago to Salem.	19.2	16.6	12.8	9.1	7.7	6.4
274	Local—Chicago to Salem.	48	38	30	22	20	16
	C. F. A. scale, 274 miles.	38.5	33	24.5	16.5	14	11
663	Buffalo to Salem, Ill.	55	48	37	26	22	18
	Proportion—Chicago to Salem.	19.4	15.9	12.9	9.1	7.8	6.5
274	Local—Chicago to Salem.	48	38	30	22	20	16
	C. F. A. scale, 274 miles.	38.5	33	24.5	16.5	14	11

Exhibit A-2—Continued.

Miles.		1	2	3	4	5	6
442	Detroit to Salem, Ill.....	45	39	30	21	18	14
	C. F. A. scale, 442 miles.....	45	39	30	21	18	14
	Proportion—Chicago to Salem.....	24.3	21.1	16.2	11.3	9.7	7.6
274	Local—Chicago to Salem.....	48	38	30	22	20	16
	C. F. A. scale, 274 miles.....	38.5	33	24.5	16.5	14	11
	Illinois distance tariff, 274 miles.....	54.1	43.9	34.3	27.4	21.9	17
196	Indianapolis to Salem, Ill.....	37	32	23.5	16	13.5	10.5
	C. F. A. scale, 196 miles.....	33	28.5	22	15	12	9.5
	Illinois distance tariff, 196 miles.....	48.8	39.5	30.5	24.4	19.5	16.5
274	Local—Chicago to Salem.....	48	38	30	22	20	16
	C. F. A. scale, 274 miles.....	38.5	33	24.5	16.5	14	11
	Illinois distance tariff, 274 miles.....	54.1	43.9	34.3	27.4	21.9	17.5
268	Cincinnati to Salem, Ill.....	40	34	25	17	15	12
	C. F. A. scale, 268 miles.....	38.5	33	24.5	16.5	14	11
	Illinois distance tariff, 268 miles.....	53.5	43.4	33.8	27.1	21.6	17.3
274	Local—Chicago to Salem.....	48	38	30	22	20	16
	C. F. A. scale, 274 miles.....	38.5	33	24.5	16.5	14	11
	Illinois distance tariff, 274 miles.....	54.1	43	34.3	27.4	21.9	17.5
433	Detroit to Elmwood, Ill.....	43	36.5	27.5	19	16	13
	C. F. A. scale, 433 miles.....	45	39	30	21	18	15
	Illinois distance tariff, 433 miles.....	61.1	50.6	40.4	31.8	25.4	20.7
160	Local—Chicago to Elmwood.....	46.4	36.8	28.6	22	17	14.9
	C. F. A. scale, 160 miles.....	30	26	21	13.5	11	9
	Illinois distance tariff, 160 miles.....	46.1	36.5	28.3	22.9	18.3	14.7
237	Indianapolis to Elmwood, Ill.....	40	32	24	18	14	12
	C. F. A. scale, 237 miles.....	36	31	23	16	13	10.5
	Illinois distance tariff, 237 miles.....	51.5	41.7	32.4	25.9	20.7	16.7
160	Local—Chicago to Elmwood.....	46.4	36.8	28.6	22	17	14.9
	C. F. A. scale, 160 miles.....	30	26	21	13.5	11	9
	Illinois distance tariff, 160 miles.....	46.1	36.5	28.3	22.9	18.3	14.7
348	Cincinnati to Elmwood, Ill.....	43	36.5	27.5	19	16	13
	C. F. A. scale, 348 miles.....	42	36	27	18.5	15.5	13
	Illinois distance tariff, 348 miles.....	58.3	48	38.1	29.9	23.9	19.3
160	Local—Chicago to Elmwood.....	46.4	36.8	28.6	22	17	14.9
	C. F. A. scale, 160 miles.....	30	26	21	13.5	11	9
	Illinois distance tariff, 160 miles.....	46.1	36.5	28.3	22.9	18.3	14.7
366	Detroit to Streator, Ill.....	43	36.5	27.5	19	16	13
	C. F. A. scale, 366 miles.....	43	36.5	27.5	19	16.5	13.5
	Illinois distance tariff, 366 miles.....	59.2	48.9	39	30.4	24.4	19.7
94	Local—Chicago to Streator.....	35	25	18	14	13	12
	C. F. A. scale, 94 miles.....	23	22	18	12	9	8
	Illinois distance tariff, 94 miles.....	37.6	30.5	24.6	18.3	14.6	12.2
190	Indianapolis to Streator, Ill.....	31.5	27	21.5	14	11.5	9
	C. F. A. scale, 190 miles.....	32	28	22	14.5	11.5	9.5
	Illinois distance tariff, 190 miles.....	48.3	38.7	29.9	24.1	19.2	15.6
94	Local—Chicago to Streator.....	35	25	18	14	13	12
	C. F. A. scale, 94 miles.....	23	22	18	12	9	8
	Illinois distance tariff, 94 miles.....	37.6	30.5	24.6	18.3	14.6	12.2
300	Cincinnati to Streator, Ill.....	40	34	25	18	15	12
	C. F. A. scale, 300 miles.....	40	34	25	17	14.5	11.5
	Illinois distance tariff, 300 miles.....	55.5	45.1	35.2	28.2	22.6	17.9
94	Local—Chicago to Streator.....	35	25	18	14	13	12
	C. F. A. scale, 94 miles.....	23	22	18	12	9	8
	Illinois distance tariff, 94 miles.....	37.6	30.5	24.6	18.3	14.6	12.2
333	Detroit to Braceville, Ill.....	43	36.5	27.5	19	16	13
	C. F. A. scale, 333 miles.....	42	36	27	18.5	15.5	13
	Illinois distance tariff, 333 miles.....	57.3	47	37.1	29.3	23.5	18.8
61	Local—Chicago to Braceville.....	32	26.3	22.6	15.5	12.4	10.8
	C. F. A. scale, 61 miles.....	15	14	13	10	7.5	7
	Illinois distance tariff, 61 miles.....	31.9	26.3	22.5	15.5	12.4	10.8
165	Indianapolis to Braceville, Ill.....	31.5	27	21.5	14	11.5	9
	C. F. A. scale, 165 miles.....	31	26.5	21.5	14	11	9
	Illinois distance tariff, 165 miles.....	46.4	36.8	28.5	23.1	18.5	14.9
61	Local—Chicago to Braceville.....	32	26.3	22.6	15.5	12.4	10.8
	C. F. A. scale, 61 miles.....	15	14	13	10	7.5	7
	Illinois distance tariff, 61 miles.....	31.9	26.3	22.5	15.5	12.4	10.8

Exhibit A-2—Continued.

Miles.		1	2	3	4	5	6
275	Cincinnati to Braceville, Ill.	40	34	25	18	15	12
	C. F. A. scale, 275 miles.	38.5	33	24.5	16.5	14	11
	Illinois distance tariff, 275 miles.	54.1	44	34.3	27.4	21.9	17.5
61	Local—Chicago to Braceville.	32	26.3	22.6	15.5	12.4	10.8
	C. F. A. scale, 61 miles.	15	14	13	10	7.5	7
	Illinois distance tariff, 61 miles.	31.9	26.3	22.5	15.5	12.4	10.8
	New York to Centralia, Ill.	87	75	58	41	35	29
	Proportion—Chicago to Centralia.	19.2	16.6	12.8	9.1	7.7	6.4
232	Local—Chicago to Centralia.	52.8	42	32	25	20	17.1
	C. F. A. scale, 232 miles.	38.5	33	24.5	16.5	14	11
660	Buffalo to Centralia, Ill.	55.5	48.5	37	28	22	18.5
	Proportion—Chicago to Centralia.	19.4	16.9	12.9	9.1	7.9	6.5
252	Local—Chicago to Centralia.	52.8	42	32	25	20	17.1
	C. F. A. scale, 252 miles.	38.5	33	24.5	16.5	14	11
455	Detroit to Centralia, Ill.	45	39	30	21	18	14
	C. F. A. scale, 455 miles.	45	39	30	21	18	14
	Proportion—Chicago to Centralia.	22.5	19.5	15	10.5	9	7
252	Local—Chicago to Centralia.	52.8	42	32	25	20	17.1
	C. F. A. scale, 252 miles.	38.5	33	24.5	16.5	14	11
	Illinois distance tariff, 252 miles.	52.8	42.8	33.4	26.7	21.3	17.1
202	Indianapolis to Centralia, Ill.	37	32	23.5	16	13.5	10.5
	C. F. A. scale, 202 miles.	34	29.5	22.5	15	12.5	10
	Illinois distance tariff, 202 miles.	49.5	40	31	24.8	19.8	16.2
252	Local—Chicago to Centralia.	52.8	42	32	25	20	17.1
	C. F. A. scale, 252 miles.	38.5	33	24.5	16.5	14	11
	Illinois distance tariff, 252 miles.	52.8	42.8	33.4	26.7	21.3	17.1
281	Cincinnati to Centralia, Ill.	40	34	25	17	15	12
	C. F. A. scale, 281 miles.	40	34	25	17	14.5	11.5
	Illinois distance tariff, 281 miles.	54.8	44.5	34.7	27.8	22.2	17.6
252	Local—Chicago to Centralia.	52.8	42	32	25	20	17.1
	C. F. A. scale, 252 miles.	38.5	33	24.5	16.5	14	11
	Illinois distance tariff, 252 miles.	52.8	42.8	33.4	26.7	21.3	17.1
396	Detroit to Lombardville, Ill.	43	36.5	27.5	19	16	13
	C. F. A. scale, 396 miles.	44	37.5	28.5	19.5	17	14
	Illinois distance tariff, 396 miles.	60.2	49.8	39.5	31	24.8	20.1
124	Local—Chicago to Lombardville.	42.8	33.4	26.3	20	15	13.5
	C. F. A. scale, 124 miles.	26	23	19.5	13	10	8.5
	Illinois distance tariff, 124 miles.	42.8	33.4	26.3	20.7	16.5	13.5
275	Indianapolis to Lombardville, Ill.	40	32	24	18	14	12
	C. F. A. scale, 275 miles.	38.5	33	24.5	16	14	11
	Illinois distance tariff, 275 miles.	54.1	44	34.3	27.4	21.9	17.5
124	Local—Chicago to Lombardville, Ill.	42.8	33.4	26.3	20	15	13.5
	C. F. A. scale, 124 miles.	26	23	19.5	13	10	8.5
	Illinois distance tariff, 124 miles.	42.8	33.4	26.3	20.7	15.5	13.5
385	Cincinnati to Lombardville, Ill.	43	36.5	27.5	19	16	13
	C. F. A. scale, 385 miles.	44	37.5	28.5	19.5	17	14
	Illinois distance tariff, 385 miles.	60.2	49.8	39.5	31	24.8	20.1
124	Local—Chicago to Lombardville.	42.8	33.4	26.3	20	15	13.5
	C. F. A. scale, 124 miles.	26	23	19.5	13	10	8.5
	Illinois distance tariff, 124 miles.	42.8	33.4	26.3	20.7	15.5	13.5
	New York to Litchfield, Ill.	87	75	58	41	35	29
	Proportion—Chicago to Litchfield.	19.2	16.6	12.8	9.1	7.7	6.4
235	Local—Chicago to Litchfield.	47	38	29	20	17	15
	C. F. A. scale, 235 miles.	36	31	23	16	13	10.5
673	Buffalo to Litchfield, Ill.	55.5	48.5	37	26	22.5	18.5
	Proportion—Chicago to Litchfield.	19.4	16.9	12.9	9.1	7.9	6.4
235	Local—Chicago to Litchfield.	47	38	29	20	17	15
	C. F. A. scale, 235 miles.	36	31	23	16	13	10.5
436	Detroit to Litchfield, Ill.	45	39	30	21	18	14
	C. F. A. scale, 436 miles.	45	39	30	21	18	14
	Proportion—Chicago to Litchfield.	22.5	19.5	15	10.5	9	7
235	Local—Chicago to Litchfield.	47	38	29	23	18	15
	C. F. A. scale, 235 miles.	36	31	23	16	13	10.5
	Illinois distance tariff, 235 miles.	51.5	41.7	32.4	25.9	20.7	16.7

Exhibit A-2—Continued.

Miles.		1	2	3	4	5	6
207	Indianapolis to Litchfield, Ill.	37	32	23.5	15	13.5	10.5
	C. F. A. scale, 207 miles	34	29.5	22.5	15	12.5	10
	Illinois distance tariff, 207 miles	49.5	40	31	24.8	19.8	16.2
235	Local—Chicago to Litchfield	47	38	29	20	17	15
	C. F. A. scale, 235 miles	36	31	23	16	13	10.5
	Illinois distance tariff, 235 miles	51.5	41.7	32.5	25.9	20.7	16.7
317	Cincinnati to Litchfield, Ill.	40	34	25	17	15	12
	C. F. A. scale, 317 miles	41	35	26	18	15	12
	Illinois distance tariff, 317 miles	56.4	46.1	36.2	28.7	23	18.3
235	Local—Chicago to Litchfield	47	38	29	20	17	15
	C. F. A. scale, 235 miles	36	31	23	16	13	10.5
	Illinois distance tariff, 235 miles	51.5	41.7	32.5	25.9	20.7	16.7
	New York to Pana, Ill.	87	75	58	41	35	29
	Proportion—Chicago to Pana	19.2	16.6	12.8	9.1	7.7	6.4
202	Local—Chicago to Pana	47	38	29	23	18	15
	C. F. A. scale, 202 miles	34	29.5	22.5	15	12.5	10
634	Buffalo to Pana, Ill.	55.5	48.5	37	23	22.5	18.5
	Proportion—Chicago to Pana	19.4	16.9	12.9	9.1	7.9	6.5
202	Local—Chicago to Pana	47	38	29	23	18	15
	C. F. A. scale, 202 miles	34	29.5	22.5	15	12.5	10
408	Detroit to Pana, Ill.	45	39	30	21	18	14
	C. F. A. scale, 408 miles	44.5	38.5	29	20.5	17.5	14.5
	Proportion—Chicago to Pana	22.5	19.5	15	10.5	9	7
202	Local—Chicago to Pana	47	38	29	23	18	15
	C. F. A. scale, 202 miles	34	29.5	22.5	15	12.5	10
	Illinois distance tariff, 202 miles	49.5	40	31	24.8	19.8	16.2
168	Indianapolis to Pana, Ill.	35	30	22.5	15	13	10
	C. F. A. scale, 168 miles	31	26.5	21.5	14	11	9
	Illinois distance tariff, 168 miles	46.8	37.2	28.8	23.3	18.6	15
202	Local—Chicago to Pana	47	38	29	23	18	15
	C. F. A. scale, 202 miles	34	29.5	22.5	15	12.5	10
	Illinois distance tariff, 202 miles	49.5	40	31	24.8	19.8	16.2
277	Cincinnati to Pana, Ill.	40	34	25	17	15	12
	C. F. A. scale, 277 miles	40	34	25	17	14.5	11.5
	Illinois distance tariff, 277 miles	54.1	42	34.3	27.4	21.9	17.5
202	Local—Chicago to Pana	47	38	29	23	18	15
	C. F. A. scale, 202 miles	34	29.5	22.5	15	12.5	10
	Illinois distance tariff, 202 miles	49.5	40	31	24.8	19.8	16.2
	New York to Champaign, Ill.	83	72	55	39	33	28
	Proportion—Chicago to Champaign	14.8	12.8	9.8	6.9	5.9	5
127	Local—Chicago to Champaign	43.3	33.8	26.6	20	16	13.7
	C. F. A. scale, 127 miles	26	23	19.5	13	10	8.5
584	Buffalo to Champaign, Ill.	51	44.5	34	24	20.5	17
	Proportion—Chicago to Champaign	15.3	13.4	10.2	7.2	6.2	5.1
127	Local—Chicago to Champaign	43.3	33.8	26.6	20	16	13.7
	C. F. A. scale, 127 miles	26	23	19.5	13	10	8.5
339	Detroit to Champaign, Ill.	43	36.5	27.5	19	16	13
	C. F. A. scale, 339 miles	42	36	27	18.5	15.5	13
	Proportion—Chicago to Champaign	17.2	14.6	11	7.6	6.4	5.2
127	Local—Chicago to Champaign	43.3	33.8	26.6	20	16	13.7
	C. F. A. scale, 127 miles	26	23	19.5	13	10	8.5
	Illinois distance tariff, 127 miles	43.2	33.8	26.6	21.1	16.8	13.7
118	Indianapolis to Champaign, Ill.	31	26.5	21.5	14	11	9
	C. F. A. scale, 118 miles	25	22	19.5	12.5	9.5	8
	Illinois distance tariff, 118 miles	42	32.9	26	20.3	16.2	13.3
127	Local—Chicago to Champaign	43.3	33.8	26.6	20	16	13.7
	C. F. A. scale, 127 miles	26	23	19.5	13	10	8.5
	Illinois distance tariff, 127 miles	43.2	33.8	26.6	21.1	16.8	13.7
228	Cincinnati to Champaign, Ill.	40	34	25	17	15	12
	C. F. A. scale, 228 miles	35.5	30.5	23	15.5	13	10.5
	Illinois distance tariff, 228 miles	50.8	41.2	32	25.6	20.5	16.5
127	Local—Chicago to Champaign	43.3	33.8	26.6	20	16	13.7
	C. F. A. scale, 127 miles	26	23	19.5	13	10	8.5
	Illinois distance tariff, 127 miles	43.2	33.8	26.6	21.1	16.8	13.7

Exhibit A-2—Continued.

Miles.		1	2	3	4	5	6
173	New York to Decatur, Ill.	83	72	55	39	33	28
	Proportion—Chicago to Decatur	14.8	12.8	9.8	6.9	5.9	5
	Local—Chicago to Decatur	46.8	37.2	28.9	22	17	15
	C. F. A. scale, 173 miles	31.5	27	21.5	14	11.5	9
620	Buffalo to Decatur, Ill.	51.5	44	34	24	20.5	17
	Proportion—Chicago to Decatur	15.3	13.4	10.2	7.2	6.2	5
173	Local—Chicago to Decatur	46.8	37.2	28.9	22	17	15
	C. F. A. scale, 173 miles	31.5	27	21.5	14	11.5	9
375	Detroit to Decatur, Ill.	43	36.5	27.5	19	16	13
	C. F. A. scale, 375 miles	43	36.5	27.5	19	16.5	13.5
	Proportion—Chicago to Decatur	17.2	14.6	11	7.6	6.4	5.2
173	Local—Chicago to Decatur	46.8	37.2	28.9	22	17	15
	C. F. A. scale, 173 miles	31.5	27	21.5	14	11.5	9
	Illinois distance tariff, 173 miles	47.2	37.6	29.1	23.5	18.8	15.2
153	Indianapolis to Decatur, Ill.	31.5	27	21.5	14	11.5	9
	C. F. A. scale, 153 miles	30	26	21	13.5	11	9
	Illinois distance tariff, 153 miles	45.6	36.1	28	22.7	18.2	14.5
173	Local—Chicago to Decatur	46.8	37.2	28.9	22	17	15
	C. F. A. scale, 173 miles	31.5	27	21.5	14	11.5	9
	Illinois distance tariff, 173 miles	47.2	37.6	29.1	23.5	18.8	15.2
263	Cincinnati to Decatur, Ill.	40	34	25	17	15	12
	C. F. A. scale, 263 miles	38.5	33	24.5	16.5	14	11
	Illinois distance tariff, 263 miles	53.5	43.4	33.8	27.1	21.6	17.3
173	Local—Chicago to Decatur	46.8	37.2	28.9	22	17	15
	C. F. A. scale, 173 miles	31.5	27	21.5	14	11.5	9
	Illinois distance tariff, 173 miles	47.2	37.6	29.1	23.5	18.8	15.2
	New York to Effingham, Ill.	87	75	58	41	35	29
	Proportion—Chicago to Effingham	19.2	16.6	12.8	9.1	7.7	6.4
199	Local—Chicago to Effingham	47	38	29	20	17	15
	C. F. A. scale, 199 miles	33	28.5	22	15	12	9.5
607	Buffalo to Effingham, Ill.	55.5	48.5	37	26	22.5	18.5
	Proportion—Chicago to Effingham	19.5	16.9	12.9	9.1	7.9	6.5
199	Local—Chicago to Effingham	47	38	29	20	17	15
	C. F. A. scale, 199 miles	33	28.5	22	15	12	9.5
402	Detroit to Effingham, Ill.	45	39	30	21	18	14
	C. F. A. scale, 402 miles	44.5	38.5	29	20.5	17.5	14.5
	Proportion—Chicago to Effingham	22.5	19.5	15	10.5	9	7
199	Local—Chicago to Effingham	47	38	29	20	17	15
	C. F. A. scale, 199 miles	33	28.5	22	15	12	9.5
	Illinois distance tariff, 199 miles	48.9	39.5	30.5	24.4	19.5	16
141	Indianapolis to Effingham, Ill.	31.5	27	21.5	14	11.5	9
	C. F. A. scale, 141 miles	27.5	24	20	13	10	8.5
199	Chicago to Effingham	47	38	29	20	17	15
	C. F. A. scale, 199 miles	33	28.5	22	15	12	9.5
	Illinois distance tariff, 141 miles	44.6	35.2	27.4	22.2	17.7	14.3
261	Cincinnati to Effingham, Ill.	40	34	25	17	15	12
	Illinois distance tariff, 261 miles	53.4	43.4	33.8	27.1	21.6	17.3
	C. F. A. scale, 261 miles	38.5	33	24.5	16.5	14	11
199	Chicago to Effingham	47	38	29	20	17	15
	Illinois distance tariff, 199 miles	48.9	39.5	30.5	24.4	19.5	16
	C. F. A. scale, 199 miles	33	28.5	22	15	12	9.5
	New York to Newton, Ill.	83	72	55	39	33	28
	Proportion—Chicago to Newton	14.8	12.8	9.8	6.9	5.9	5
213	Local—Chicago to Newton	47	38	29	20	17	15
	C. F. A. scale, 213 miles	35	30	22.5	15	13	10
602	Buffalo to Newton, Ill.	51	44.5	34	24	20.5	17
	Proportion—Chicago to Newton	15.3	13.4	10.2	7.2	6.2	5.1
213	Local—Chicago to Newton	47	38	29	20	17	15
	C. F. A. scale, 213 miles	35	30	22.5	15	13	10
397	Detroit to Newton, Ill.	43	36.5	27.5	19	16	13
	C. F. A. scale, 397 miles	44	37.5	28.5	19.5	17	14
	Proportion—Chicago to Newton	21.5	18.3	13.8	9.5	8	6.5
213	Local—Chicago to Newton	47	38	29	20	17	15
	C. F. A. scale, 213 miles	35	30	22.5	15	13	10
	Illinois distance tariff, 213 miles	50.2	40.6	31.5	25.2	20.1	16.4

Exhibit A-2—Concluded.

Miles.		1	2	3	4	5	6
143	Indianapolis to Newton, Ill.	31.5	27	21.5	14	11.5	9
	C. F. A. scale, 143 miles.....	28.5	25	20	13.5	10.5	8.5
	Illinois distance tariff, 143 miles.....	46.6	35.2	27.4	22.2	17.7	14.3
213	Local—Chicago to Newton.....	47	38	29	20	17	15
	C. F. A. scale, 213 miles.....	35	30	22.5	15	13	10
	Illinois distance tariff, 213 miles.....	50.2	40.6	31.5	25.2	20.1	16
237	Cincinnati to Newton, Ill.	40	34	25	17	16	12
	C. F. A. scale, 237 miles.....	36	31	23	16	13	10.5
	Illinois distance tariff, 237 miles.....	51.5	41.7	32.4	25.9	20.7	16.7
213	Local—Chicago to Newton.....	47	38	29	20	17	15
	C. F. A. scale, 213 miles.....	35	30	22.5	15	13	10
	Illinois distance tariff, 213 miles.....	50.2	40.6	31.5	25.2	20.1	16.4

Exhibit A-16 is a schedule showing current merchandise rates from Detroit to the various points in Illinois, used in the exhibits in this case, numbered from A-1 to A-22 inclusive. This schedule is authenticated and confirmed by the Pere Marquette R. R. Co.

Exhibit A-17 is a similar schedule authenticated by the Wabash R. R. Co.

Exhibit A-21 consists of schedule showing current rates from Cincinnati, Ohio and Indianapolis, Indiana to various points in Illinois, authenticated and confirmed by the P. C. C. & St. L. Ry. Co. and used in making comparisons in the other exhibits filed in this case.

INEQUALITIES AND DISCRIMINATIONS IN ILLINOIS.

Petitioners' Exhibit 36 consists of expense bills over the Illinois Central R. R. covering shipments from Bloomington and Peoria to Panola. From Bloomington to Panola, 21 miles, the rate charged is:

20.68 cents for first class,
18.80 cents for second class,
15.40 cents for third class,
11.28 cents for fourth class,
9.02 cents for fifth class,

Expense bills from Peoria to Panola, which is a distance of 109 miles, as compared to the 21 mile distance, show:

26.32 cents for first class,
21.62 cents on second class,
17.86 cents on third class,
13.16 cents on fourth class.

Whereas the Commissioners' schedule would be:

40.41 cents on first class,
31.96 cents on second class,
25.47 cents on third class,
19.55 cents on fourth class,
15.64 cents on fifth class.

From Bloomington to Cropsey is 30 miles. The expense bills composing Exhibit 45 show that the rate charged is:

22.56 cents on first class,
19.74 cents on second class,
15.98 cents on third class,
11.98 cents on fourth class,
9.58 cents on fifth class.

This is the same as the Commissioners' maximum.

From Peoria to Cropsey, a distance of 119 miles, a charge is made of:

35 cents on first class,
30 cents on second class,
24 cents on third class,
17 cents on fourth class, and
14 cents on fifth class.

Whereas the commissioners' maximum is:

42.30 cents for first class,
32.90 cents for second class,
26.03 cents for third class,
20.30 cents for fourth class,
16.24 cents for fifth class.

In other words, from Bloomington to Cropsey, the railroad charges the full maximum rate. From Peoria to Cropsey, they charge in the first class about 20 per cent less.

From Chicago to Cropsey they charge the commissioners' rate. That is 115 miles:

41.36 cents on first class,
32.43 cents on second class,
25.75 cents on third class,
19.92 cents on fourth class,
15.94 cents on fifth class.

The Pennsylvania Railroad makes a joint rate of:

31.50 cents on first class,
27.00 cents on second class,
21.50 cents on third class,
14.00 cents on fourth class,
11.50 cents on fifth class.

Mr. Keepers testifies on page 474 of the record that the rate from Chicago to East St. Louis is exactly the same as the rate from Chicago to Springfield; that a blanket rate applies to all distances between 145 to 295 miles from Chicago. The following would be the rates charged, according to Mr. Keepers' testimony, from Chicago to the points named:

Chicago to East St. Louis, 292 miles	.47
Springfield, 193 miles	.47
Effingham, 199 miles	.47
Pana, 202 miles	.47

Mr. Keepers also testifies that the rate from Chicago to Vandalia, 247 miles, on first class is 47, whereas the commissioners' schedule is 52.32 and that the rate on fourth class is 23 against 26.32. From Bloomington to Vandalia, however, a distance of 106 miles, the full commissioners' schedule is charged.

Exhibit 21 is a local freight tariff of the Vandalia on freight shipped out of Peoria to various points in Illinois. This tariff shows that the commissioners' schedule is followed from Peoria, Ill., to Armington, a distance of 33 miles. From Armington to Arcola, 119 miles, a blanket rate is put in, and from Arcola to Farrington, 166 miles, another blanket rate is made, covering all points between those two towns. This rate on the first five classes is as follows:

	29	24	16	12	10
Whereas the commissioners' schedule is:	46.81	37.22	28.85	23.31	18.64

The blanket rate, as to each one of the classes respectively, being the following per cent lower than the Illinois commissioners' schedule:

38%	35%	45%	48%	46%
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Exhibit 22 is a freight tariff between Peoria and Pekin, and stations in Illinois, Indiana and Wisconsin. This tariff shows that from Peoria to Delavan the commissioners' schedule is adhered to, and from Delavan to Mattoon a blanket rate of twenty-five cents is made on first class. In other words, every point between Delavan and Mattoon, is charged twenty-five cents on first class freight, regardless of the distance such town is from Peoria. From Mattoon to Greenup another blanket rate is made, and from Greenup to Olney; then a blanket rate of forty cents is made from Olney to Grayville. These blanket rates are considerably less than the commissioners' schedule. For instance, the rate to Mt. Pulaski as indicated by this tariff on the first four classes is:

	25	20	16	12
The commissioners' schedule for the same distance would be:	28.20	22.56	18.80	13.63

At Sullivan the rate indicated by this tariff on the first four classes is:

25	22	20	13
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The commissioners' schedule for the same distance is:

38	31	25	19
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The same rate as is made to Sullivan is made by this tariff to Mattoon, whereas the commissioners' schedule for the same distance would be, on the first four classes:

40.42	31.96	25.47	19.55
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The same is true as to a good many other points indicated in this tariff.

Exhibit 41 consists of expense bills on the Big Four Railroad. These expense bills show that less than the commissioners' schedule is charged from Danville to Fithian and from Bloomington to Fithian and also show that the rate on flour from Peoria to Fithian, 113 miles, is nine cents, while the rate from Bloomington to Fithian, sixty-eight miles, is 9.08 cents.

Exhibit 35 consists of two expense bills on the T. H. & I. Railroad. One covers a shipment of coffee from Decatur to Arcola, a distance of forty miles. The rate charged is twelve cents. The other expense bill covers a shipment of coffee from Peoria to Arcola, a distance of 119 miles. The rate charged is ten cents. This shipment had to go through Decatur in order to reach Arcola.

(This is the shipment referred to by Mr. Brown in his argument as consisting of peanuts.)

Attached to this exhibit is the following letter from the division freight agent of the T. H. & I. at Terre Haute, Ind., to Mr. Geo. W. Mueller, at Decatur, Ill.:

"TERRE HAUTE, IND., Nov. 17, 1902.

Mr. Geo. W. Mueller, Mgr., Mueller, Platt & Wheeland Co., Decatur, Ill.:

DEAR SIR—Referring to your favor of November 14th. Under date of October 14 I wrote to Mr. Grissom that I had talked over with our general freight agent the question of rates from Decatur to Peoria division points vs. rates from Peoria to same points, and that he suggested that we await decision of the Illinois commissioners on the various questions which had been placed before them by the different Illinois associations.

"It is my understanding that this decision will be given shortly, and in the meantime our agent at Decatur has instructions to apply the Peoria rates from Decatur to points east of Decatur. As soon as decision is arrived at we will be very glad indeed to go over this entire matter with you with a view of arranging satisfactory adjustment to both you and ourselves.

"Trust this action will meet with your approval.

Yours truly,

H. R. GRISWOLD,
Division Freight Agent."

Exhibit 46 consists of expense bills of the Chicago & Alton R. R. showing that less than the commissioners' maximum is charged from Chicago to Carlinville while the full commissioners' maximum is charged from Springfield, Bloomington, Peoria and East St. Louis to Carlinville.

Exhibit 44 shows that the commissioners' schedule is not adhered to from either Danville or Bloomington to Ogden, Ill. The expense bills making up said exhibit show that a less rate is charged on each of the five classes.

Exhibit 43 consists of expense bills on the C. & E. I., I. D. & W. and Illinois Central. These expense bills show that from Danville to Tuscola—fifty miles, the rate charged by the C. & E. I. on the first four classes is:

24	20	15	10
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The commissioners' maximum for fifty miles is:

29.14	23.05	19.74	14.1
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From Decatur to Tuscola, on the I. D. & W. the full commissioners' schedule is charged. From Chicago to Tuscola on the Illinois Central the distance being 150 miles; the rates charged for the first four classes, as disclosed by these expense bills are:

40	23.50	17	15
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The commissioners' schedule for the same distance is:

45.12	35.72	27.72	22.56
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Exhibit 42 consists of expense bills on the C. & E. I. Railroad, and show that from Danville to Woodland, the full commissioners' maximum is charged, while from Bloomington to Woodland, less than the commissioners' maximum is charged. In other words, the commissioners' maximum is adhered to, north from Danville, and the rate is less from points south of Danville. This exhibit also shows that the rates from Indianapolis to Woodland, a distance of between 150 and 200 miles, are at least 25 per cent less than the rates from Bloomington to Woodland, a distance of 91 miles.

Exhibit 50 consists of expense bills over the Illinois Central railroad showing that the rate charged by that road from Chicago to Vandalia, a distance of 247 miles, first-class, is 47 cents, second-class, 38 cents, fourth-class 23 cents, whereas the commissioners' schedule for the same distance is, first-class, 52.17 cents; second-class, 42.3 cents, and fourth-class, 26 32 cents. The rates actually charged being much less than the commissioners' schedule. The other expense bills forming part of this exhibit show that the rates charged from Bloomington to Vandalia are the same as the commissioners' schedule.

Exhibit 49 consists of expense bills of the C. & E. I. showing shipments from Chicago and Bloomington to Cisna Park. The distance from Chicago to Cisna Park is 114 miles and the rates charged, as shown by these expense bills are for the first five classes, as follows:

30	25	20	13.5	12.5
The commissioners' schedule is:				
41.36	32.43	25.75	19.92	15.94

Other expense bills show that from Bloomington to Cisna Park the full commissioners schedule is adhered to.

Exhibit 48 consists of expense bills of the Wabash Railroad showing that from Decatur and Danville to Bement, the full commissioners' schedule is charged, while from Chicago to Bement, a less rate is charged than is provided for in the commissioners' schedule for that distance.

Exhibit 52 consists of expense bills on the T. H. & I. and Illinois Central railroads, and show that the rate charged from Peoria, on fourth class, to Kenney, Illinois, is 12 cents as against 15.04 cents, the commissioners' schedule. The fifth class is 9 cents, against 12 03 cents, the commissioners' schedule. From Chicago to Kenney, on the Illinois Central practically the same rate as established by the commissioners' schedule is charged. From Springfield and Bloomington to Kenney, the full commissioners' schedule is charged.

Exhibit 53 consists of expense bills over the C. & A. and also the Jacksonville & St. Louis Ry. These expense bills show that from Peoria to Girard, a distance of 123 miles over the Jacksonville & St. L. and the C. P. & St. L. railroads, the following rates were charged:

33.5	27.5	16.5	13
The commissioners' schedule is:			
42.7	33.37	20.68	16.5

From Bloomington to Girard, over the C. & A. the full commissioners' schedule is adhered to. From Chicago to Girard over the C. & A., about one cent less than the commissioners' schedule on each class is charged. From Indianapolis, Ind. to Girard, the Pennsylvania company makes a joint rate of 37 cents, 32 cents, 23.5 cents, 16 cents and 13.5 cents.

Exhibit 55 consists of expense bills over the T. P. & W. Ry. showing that on fourth class, Peoria to Piper City, 70 miles, the rate charged is 14 cents as against 15.98, the commissioners' schedule. From Chicago to Piper City, 92 miles, practically the full commissioners' schedule is adhered to, whereas from Peoria to Piper City, they use less than the schedule.

Exhibit 57 is an expense bill on the C. R. I. & P. Ry., showing that second class freight is transported from Chicago to Joliet for 19 cents while the commissioners' schedule for the same class and distance is 22.56 cents. The fourth class, as shown by expense bill is 10 cents, while the commissioners' schedule is 13.63, thus showing that this road carries freight to Joliet at less than the commissioners' schedule.

Exhibit 72 consists of expense bills over the C. & E. I., which show, among other things, that the rate on nails from Decatur to Broadlands, 62 miles, is 20 cents. From Crawfordsville, Indiana to Broadlands, 73 miles, the rate is 11 cents. From Danville to Broadlands, 32 miles, the rate is 10 cents. From Chicago to Broadlands, 155 miles, the rate is 15.7 cents. The shipment from

Crawfordsville went through Danville before it arrived at Broadlands, and still the rate is only one cent more from Crawfordsville than it is from Danville.

(Note: Exhibit A-2 contains in it an interstate rate and is copied under the head of "Interstate Rates as Compared with Illinois Commissioners' Schedule." A comparison of this exhibit so far as the proportion of freight accruing to Illinois roads and a comparison of the local rate charged, is compared with the commissioners' schedule and with the C. F. A. scale, is important as bearing upon the question of inequalities and discriminations in Illinois.)

Exhibit A-23 is as follows:

Exhibit A-23.

This exhibit shows, 1st. The percentage the Illinois distance tariff for 276 miles is higher than the rates of the C. & E. I. Ry., for that distance, Chicago to Mt. Vernon, Ill.

2d. The percentage the Illinois distance tariff for 276 miles is higher than the present rate from Detroit to Mt. Vernon, 474 miles.

3d. The percentage the Illinois distance tariff is higher for 276 miles than the rates from Cincinnati to Mt. Vernon, 301 miles.

The same comparison is given for Peoria, 150 miles from Chicago, 211 miles from Indianapolis, and 321 miles from Cincinnati

The same comparison is given for Litchfield, 235 miles from Chicago, and Cincinnati, 317 miles.

The same comparison is given for Springfield, 193 miles from Chicago, 414 miles from Detroit, and 307 miles from Cincinnati.

MT. VERNON, ILL.

	1	2	3	4	5	6
Illinois distance tariff for 276 miles.....	54.1	43.9	34.3	27.4	21.9	17.5
C. & E. I. tariff rates from Chicago.....	50	40	30	25	20	17
Detroit rates, 474 miles.....	45	39	30	21	18	14
Cincinnati rates, 301 miles.....	40	34	25	17	15	12
The Illinois scale for 276 miles is higher than the rates of the C. & E. I. by the following per cent.....	8	10	14	10	10	.....
The Illinois scale for 276 miles is higher than the rates from Detroit, 474 miles, by the following per cent.....	20	12	14	30	21	25
The Illinois scale for 276 miles is higher than the rates from Cincinnati, 301 miles, by the following per cent.....	35	29	37	61	46	45

PEORIA, ILL.

	1	2	3	4	5	6
Illinois distance tariff for 150 miles.....	45.1	35.7	27.7	22.5	18	14.5
Tariff rates from Chicago.....	40	32	24	18	14	12
Indianapolis rates, 211 miles.....	31.5	27	21.5	14	11.5	9
Cincinnati rates, 321 miles.....	40	34	25	17	15	12
The Illinois scale is higher than the tariff rates from Chicago, by the following per cent.....	12	11	15	25	28	20
The Illinois scale for 150 miles is higher than the rates from Indianapolis, 211 miles, by the following per cent.....	43	32	28	60	56	61
The Illinois scale for 150 miles is higher than the rates from Cincinnati, 321 miles, by the following per cent.....	12	5	10	32	20	20

LITCHFIELD, ILL.

	1	2	3	4	5	6
The Illinois distance tariff for 235 miles.....	51.5	41.7	32.5	25.9	20.7	16.7
Tariff rates from Chicago.....	47	38	29	23	18	15
Cincinnati rates, 317 miles.....	40	34	25	17	15	12
The Illinois scale for 235 miles is higher than the rates from Chicago by the following per cent.....	9	9	12	12	15	11
The Illinois scale for 235 miles is higher than the rates from Cincinnati, 317 miles, by the following per cent.....	29	22	30	51	38	39

SPRINGFIELD, ILL.

Illinois distance tariff for 193 miles.....	48.6	39.1	30.2	24.2	19.4	15.8
I. C. tariff rates from Chicago.....	47	38	29	22	17	15
Detroit rates, 414 miles.....	45	39	30	21	18	14
Cincinnati rates, 307 miles.....	40	34	25	17	15	12
The Illinois scale for 193 miles is higher than the rates from Chicago by the following per cent.....	3	3	4	10	14	.....
The Illinois scale for 193 miles is higher than the rates from Detroit, 414 miles, by the following per cent.....	8	.....	.....	15	7	12
The Illinois scale for 193 miles is higher than the rates from Cincinnati, 307 miles, by the following per cent....	21	12	20	42	29	31

Exhibit A-20, exclusive of the tariff which is a part thereof, shows that on the B. & O. S. W. from East St. Louis, that road has practically adopted the C. F. A. scale in Illinois. Said exhibit is as follows:

Exhibit "A-20."

BALTIMORE & OHIO SOUTHWESTERN R. R. Co.

B. & O. S. W. R. R. joint freight tariff H-1972, East St. Louis to various points in Illinois, Indiana, Michigan, etc. Also statement showing comparison of rates from East St. Louis to various Illinois points on the B. & O. S. W. R. R. vs. Central Freight Association scale and Illinois distance tariff rates, for like distances.

B. & O. S. W. R. R.

	Miles.	1	2	3	4	5	6
East St. Louis to Huey, Ill.....	50	12	11.5	10.5	8.5	7.5	6.5
C. F. A. scale, 50 miles.....	50	12	11.5	10.5	8.5	7.5	6.5
Illinois distance tariff.....	50	29.1	23.5	19.7	14.1	11.3	9.6
East St. Louis to Bannisters, Ill.....	73	19.5	18.5	17	11	8.5	7.5
C. F. A. scale.....	73	18	16	15	10.5	8	7
Illinois distance tariff.....	73	33.8	28.2	23.5	16.4	13.2	11.3
East St. Louis to Flora, Ill.....	93	23	22	18	12	9	8
C. F. A. scale.....	93	23	22	18	12	9	8
Illinois distance tariff.....	93	37.6	30.5	24.6	18.3	14.7	12.2
East St. Louis to Lawrenceville.....	138	27.5	24	20	13	10	8.5
C. F. A. scale.....	138	27.5	24	20	13	10	8.5
Illinois distance tariff.....	138	44.2	34.8	27.2	21.8	17.4	14.1

Exhibit A-6, exclusive of the tariff which is made a part thereof, shows that the Vandalia road has practically adopted the C. F. A. scale in the transaction of its business in Illinois east from East St. Louis. Said exhibit is as follows:

Exhibit "A.6."

VANDALIA LINE.

Vandalia Line joint freight tariff No. 1851. Also statement showing comparison of rates on the first six classes from East St. Louis to points on the above line vs. Central Freight Association scale and Illinois distance tariff rates for like distances.

VANDALIA RAILROAD.

	Miles.	1	2	3	4	5	6
East St. Louis to Greenville	51	22	20	16	10	8	6
C. F. A. scale	51	13	12.5	11	9	7	6.5
Illinois distance tariff	51	30	24.4	20.7	14.6	11.6	10.3
East St. Louis to Ethingham	101	27.5	23	20	12	10	8
C. F. A. scale	101	24.5	22	19.5	12.5	9	8
Illinois distance tariff	101	39.5	31.5	25.5	19.2	15.3	12.7
East St. Louis to Casey	134	29	26	21	12.5	10.5	8.5
C. F. A. scale	134	27.5	24	20	13	10	8.5
Illinois distance tariff	134	43.7	34.3	28.9	21.4	17.1	13.9
East St. Louis to Dennison	158	30	26	22	13	11	8.5
C. F. A. scale	158	30	26	21	13.5	11	9
Illinois distance tariff	158	46	36.5	28.3	22.9	18.3	14.7

Exhibit A-5 shows that the Clover Leaf route has practically adopted the C. F. A. scale in the transaction of its business from East St. Louis to points in Illinois. Said exhibit, exclusive of the tariff forming a part thereof, is as follows:

Exhibit "A-5."

TOLEDO, ST. LOUIS & WESTERN RY.

Toledo, St. Louis & Western Ry. Tariff, G. F. D. No. 454. Also statement showing comparison of rates on the first six classes from East St. Louis to various points on that line vs. the Central Freight Association scale and Illinois distance tariff rates for like distances.

TOLEDO, ST. LOUIS & WESTERN RY. CO.

	Miles.	1	2	3	4	5	6
East St. Louis to Alhambra	22 1/2	20	18	13	10	8	6
C. F. A. scale	22 1/2	8.5	7.5	6	5	4	3.5
Illinois distance tariff	22 1/2	24.4	19.7	16.9	12.7	10.1	8.5
East St. Louis to Ramsey	22 1/2	20	18	15	10.5	8	7
C. F. A. scale	22 1/2	13	12	10	8.5	7	6
Illinois distance tariff	22 1/2	28.5	23.2	19.5	16.4	13.2	11.3
East St. Louis to Sandusky	101	26	23	19.5	13	10	8.5
C. F. A. scale	101	24.5	22	19.5	12.5	9	8
Illinois distance tariff	101	39.5	31.5	25.5	19.2	15.3	12.7
East St. Louis to Charleston	134	29	26	21	12.5	10	8.5
C. F. A. scale	134	27.5	24	20	13	10	8.5
Illinois distance tariff	134	43.7	34.3	28.9	21.4	17.1	13.9
East St. Louis to Ridge Farm	158	30	26	22	13	11	9
C. F. A. scale	158	30	26	21	13.5	11	9
Illinois distance tariff	158	46	36.5	28.3	22.9	18.3	14.7

Exhibit "A-4" shows that the Big Four Railway Co., on its business from East St. Louis, Alton and East Alton, Ill., to other stations in Illinois, has practically adopted the C. F. A. scale. Said exhibit, exclusive of the tariff which forms a part thereof, is as follows:

Exhibit "A-4."

CLEVELAND, CINCINNATI, CHICAGO & ST. LOUIS RY. CO.

C. C. C. & St. L. Tariff X-1131 and amendments. Also statement showing comparison of rates on the first six classes, from East St. Louis to points on their line in Illinois vs. Central Freight Association scale and Illinois distant tariff rates for like distances.

C. C. C. & ST. L. RY.

	Miles.	1	2	3	4	5	6
E. St. Louis to Bethalto.....	25	18.6	16.6	13.8	9.2	7.2	6
C. F. A. scale.....	25	7.5	7.5	7.5	7	5.5	4
Illinois distance tariff.....	25	20.7	18.8	15	11.3	9	7.5
E. St. Louis to Litchfield.....	55	22	20	16	10	8	6
C. F. A. scale.....	55	13	12.5	11.5	9	7.5	6.5
Illinois distance tariff.....	55	30	24.4	20.7	14.6	11.6	10.3
E. St. Louis to Pana.....	95	25	22.5	19	11	9	7.5
C. F. A. scale.....	95	23	22	18	12	9	8
Illinois distance tariff.....	95	37.6	30.5	24.6	18.3	14.7	12.2
E. St. Louis to Mattoon.....	133	27.5	25	20	12	10	8
C. F. A. scale.....	133	27.5	24	20	13	10	8.5
Illinois distance tariff.....	133	43.7	34.3	26.9	21.1	17.4	13.9
E. St. Louis to Ashmore.....	153	29	26	21	13	10.5	8.5
C. F. A. scale.....	153	30	26	21	13.5	11	9
Illinois distance tariff.....	153	45.6	36.1	28	22.7	18.2	14.5
E. St. Louis to Paris.....	170	30	26	22	13	11	8.5
C. F. A. scale.....	170	31	26.5	21.5	14	11	9
Illinois distance tariff.....	170	46.8	37.2	28.8	23.3	18.6	15
E. St. Louis to Danville.....	207	33	30	23	15	12	10
C. F. A. scale.....	207	34	29.5	22.5	15	12.5	10
Illinois distance tariff.....	207	49.5	40	31	24.8	19.8	16.2

Exhibit "40" consists of expense bills on the Santa Fé R. R., showing that from Peoria to Long Point, 50 miles, the rate charged on flour is ten cents. From Bloomington to Long Point, 45 miles, the rate on flour is thirteen cents.

COMMODITY RATES AND SPECIAL RATES.

An enormous number of commodity tariffs was introduced not only by the petitioners in the original hearing but by the respondents themselves. These are so numerous that, without taking more space than could be allotted in an abstract of this kind, a comparison of all cannot be made. A few will be here referred to in order to show the general character of the remainder.

Petitioners' exhibit 15 is a commodity tariff on the C. & A. R. R. Co. The rate from Chicago to Lexington, in group 2, is 31 cents, while the Commissioners' schedule would be 42.77 cents, a difference of 27 per cent. In group 4, the rate made by this tariff is 16 cents, while the Commissioners' schedule would be 20.68 cents, a difference of 22 per cent.

In group 2, the rate to Atlanta is 32 cents, as against 45.59 cents, Commissioners' schedule, making a difference of 29 per cent. In group 4, the rate charged is 17 cents as against the Commissioners' schedule of 22.74 cents, making a difference of 32 per cent.

In group 2, the rate to Carlinville is 32 cents, as against 50.19 cents, Commissioners' schedule, making a difference of 32 per cent. In group 4, the rate is 17 cents as against the Commissioners' schedule of 25.19 cents, making a difference of 32 per cent.

This tariff shows that for 73 miles, the commodity rates mentioned therein are 16 per cent less than the Commissioners' schedule; for 126 miles, 27 per cent less; for 156 miles, 29 per cent less; and for 223 miles, 32 per cent less than the Commissioners' schedule.

Exhibit 16 is also a C. & A. tariff on special commodities from Peoria to stations named. The rates charged therein are from 11 to 15 per cent lower than the Commissioners' schedule.

Petitioners' exhibit 14 is also a tariff of the C. & A. from East St. Louis. At 124 miles, the rates charged are 27 per cent and 23 per cent less than the Commissioners' schedule; at 154 miles, the rate charged is 29 per cent less than the schedule; at 219 miles, the rate is 32 per cent less than the schedule.

Petitioners' exhibit 88 is local merchandise tariff of the C. & E. I. Railroad Co. This shows that the C. & E. I. is carrying freight at less than the Commissioners' schedule.

A comparison of the Commissioners' schedule with the rates charged in this tariff, is as follows:

	Miles.	1st class.	2nd class.	3rd class.	4th class.	5th class.
C. & E. I.	30	20	15	12	10	9.5
Commissioners' schedule	30	22.56	19.74	15.98	11.98	9.58
C. & E. I.	50	25	22	19.5	12.5	11.2
Commissioners' schedule	50	29.14	23.50	19.74	14.10	11.28
C. & E. I.	77	30	25	20	13	12.5
Commissioners' schedule	77	34.78	29.14	23.78	16.92	13.5
C. & E. I.	99	30	25	20	13	12.5
Commissioners' schedule	99	38.54	31.02	24.90	18.8	15.04
C. & E. I.	123	30	25	20	13.5	12.5
Commissioners' schedule	123	42.77	33.37	26.32	20.68	16.54
C. & E. I.	142	40	30.5	23.5	15.7	15
Commissioners' schedule	142	44.65	35.25	27.44	22.18	17.74

In addition to the regular tariff rates as indicated above, page 4 contains a list of special commodities which, as compared with the Illinois schedule, are as follows:

	Group 1.	Group 2.	Group 3.
C. & E. I.	52.50	33.50	37.50
Commissioners' schedule	48.88	52.17	58.28

The above is on first class freight.

On second class freight, the rates as indicated by this tariff are as follows:

	Group 1.	Group 2.	Group 3.
C. & E. I.	24.50	25.00	27.00
Commissioners' schedule	39.48	42.33	47.94

On third class, the comparisons are as follows:

	Group 1.	Group 2.	Group 3
C. & E. I.	24.50	25.00	27.00
Commissioners' schedule	30.54	32.90	38.07

Exhibit 20, T. P. & W. special tariff, shows that that road carries between Peoria and Fairbury, a distance of 59 miles, under the Commissioners' schedule, and from Fairbury to Effner, 111 miles from Peoria, a blanket rate is established which is just 1 cent higher than the rate to Fairbury for 59 miles. Going in the other direction, the Commissioners' schedule is charged from Peoria to La Harpe, a distance of 89 miles, and from La Harpe to the end of the line, 126 miles from Peoria, a blanket rate of just 1 cent higher than the rate for 89 miles is charged.

For the distances at which blanket rates are established, this tariff shows the following:

COMPARISON OF RAILROAD AND WAREHOUSE COMMISSION'S RATES AND T. P. & W. RATES.

	111 MILES.				
	1st	2nd	3rd	4th	5th
Commissioners' rate.....	41.36 31	32.43 26	25.75 22	19.92 14	15.94 11
T., P. & W. rate.....	10.36	6.43	3.75	5.92	4.94
Per cent.....	25	19.8	14½	29.7	31

	125 MILES.				
	1st	2nd	3rd	4th	5th
Commissioners' rate.....	42.77 37	33.37 28	26.32 24	20.68 19	16.54 14
T., P. & W. rate.....	5.77	5.37	2.32	1.68	2.54
Per cent.....	13½	16	8½	8	15.3

Petitioners' Exhibit 77 shows the jobbers' rates from Bloomington, Ill., on the L. E. & W., as furnished by the agent of that road at Bloomington. As an illustration of the difference in percents, between the rates given in this exhibit and the Commissioners' schedule, reference may be had to the first city named in said exhibit, being Peoria. The distance from Peoria to Bloomington is 41 miles.

	1st class.	2nd class.	3rd class.	4th class.	5th class.	6th class.
Jobbers' rates	20	17	14	10	8	6
Commissioners' schedule	28.20	22.56	18.80	13.63	10.90	9.40
Per cent difference	29	24	25	27	26	31

Exhibit 78 consists of rates quoted by the local freight agent of the Big Four Railroad Co. at Bloomington. The same comparison being made as was done with exhibit 77. The first city named is Danville, a distance of 80 miles from Bloomington, and the rates charged are as follows:

	1st class.	2nd class.	3rd class.	4th class.	5th class.
Rates in examination	23.50	21.50	18.50	12.50	9.50
Commissioners' schedule	34.78	29.14	23.78	16.92	13.
Per cent difference	32	26	22	26	33

It will be remembered that in the two preceding exhibits only one illustration is given out of 24 on the L. E. & W. and 26 on the Big Four, all of which will figure about the same as the above.

Mr. Cook, the General Freight Agent of the C. & E. I. Railroad Company, offered in evidence Exhibit A-1 to his testimony, which shows commodity rates to Mt. Vernon, Ill., on 60 or 70 different commodities. A comparison of these rates with the Illinois Commissioners' schedule will show that they are from 21 to 31 per cent less than the Commissioners's schedule. It must be remembered in this connection that the C. & E. I. makes this commodity rate, notwithstanding the fact that it carries all of its freight at less than the Commissioners' schedule. The number of commodity tariffs, as before stated, is very large, but the percentage at which the freight is transported under said tariffs, will be found to run much lower than the illustrations above given, for the reason that special tariffs are made on coal, lumber, stone, brick, sand, iron, etc., which will make the percentage, as a whole, a great deal in excess of the figures here quoted. In connection with the commodity tariffs, and special rates made with the railroads, attention is directed to the testimony of the general freight agents of the various respondents, which will be found abstracted in another portion of this volume, in which they all state that no freight is being carried by them in the State of Illinois at a loss, whether it be under commodity tariffs or otherwise.

OLD TESTIMONY.

3 Wm. Kilpatrick, Secretary, Railroad and Warehouse Commission.

Only one road that I remember of, the C. M. & St. P., has filed copies of their published rate of fare for passengers and tariff for freight issued for the government of their agents during the past year.

4 I have no information as to the actual rates, neither of freight nor passenger, that are being charged in the State of Illinois. The railroads have not furnished me with that information.

50 A. C. Bird, third vice president, C. M. & St. P. Ry., in speaking of joint tariffs, states: "When the eastern lines issue these rates, they are on the basis which they wish to enforce, and when they are presented to their western connection two questions arise, first, as to the acceptance of the through rates themselves, and, second, as to the division of those rates. The question as to whether they yield to the St. Paul Company the amount of money which it requires for its services and how the rate shall be divided even if it is an agreeable rate.

69 W. N. Dodge, manager of the freight department, Sprague, Warner & Co., in speaking of exhibit 93, states that on the exhibit referred to, are included some special rates. He states: "I am making no complaint of the special rates, only that they are not low enough."

70 The Chairman—What are these special rates you talked about—that you didn't complain about except that they are not low enough?

A. There are some tariffs issued by some of the Chicago roads for rates on certain goods from Chicago to certain points in Illinois, which are not, the classification and tariff, which are not the regular classification.

Q. Is that something special to your house?

A. No, sir, it is to everybody shipping goods out of Chicago.

Q. Is it a different rate from that given to people shipping goods from other places in the State?

A. No, sir, any one who ships the same goods in the same way, has the same rate.

Q. From anywhere in the State?

A. They do not apply from all over the State—they are rates from Chicago to certain points.

71. (Examination further conducted by Mr. Dawes.)

Q. Weren't those rates made by a joint action between the railroads and a committee of shippers?

A. Yes, sir.

Q. You were on that committee?

A. Yes, sir.

Q. Rates were satisfactory, were they not?

A. Yes, sir.

Q. Were they not made for the purpose of meeting this competition which is now complained of from Terre Haute, Indianapolis, Cincinnati, so that Chicago could meet them?

A. They were.

The Chairman. They were not made to cover any other city or part of the State except Chicago?

A. No, sir, but they are just like the tariffs which have been issued by some of the roads out of Bloomington and other towns in the State, some of which are in evidence here before the commission today. Been placed here today.

Mr. Dawes—Suppose these special rates—special tariffs were cancelled and a uniform tariff for Illinois, or distance tariff were established, would it be satisfactory to you?

A. Provided it was what should be considered a reasonable tariff.

72 Q. I mean a reasonable tariff, of course, exactly equal to everybody, on a mileage basis, so that the town of Quincy could compete with Chicago and all this territory here?

A. Certainly.

Q. Would the city of Chicago be satisfied to have these special tariffs cancelled and a uniform tariff on a strict mileage basis, no commodity rates put in?

A. If it was a reasonable tariff, yes sir.

138 A. C. Bird, called on behalf of the respondents.

139 For the last two or three years, have been third vice president of the St. Paul, in charge of all traffic. (Beginning with page 139, Mr. Bird gives the methods and history of the interstate rates). (When asked what would be the effect of a reduction in Illinois, Mr. Bird states:) If you are speaking wholly with reference to rates on traffic between points in Illinois, I can't answer that question.

154 I don't know what proportion of the traffic of Illinois is carried on the maximum scale. We know by our annual reports of all the roads in the State that their operations are so much and their results so much. It is mixed up with the interstate traffic and can't be separated. But we know that a very large tonnage—a preponderance of the tonnage, is carried at less than the maximum rate. They are carried there to equalize as far as possible the conditions which have grown up east and west, and the rates have been made in favor of the concentration of property from various sources of supply to jobbing and manufacturing centers, and I don't know what percentage of the traffic of the State has been carried at a maximum rate. So I can't answer the question as to what would be the result of the maximum scale, not knowing what the reduction would be nor how much of the traffic it would apply to.

157 The Iowa tariff defeated the earnings on State traffic, and its effect upon all manner of interests, except the jobbers in certain restricted territory, was very bad. There are a less number of industries in Iowa today, west of the Mississippi river, than there were in 1888 when that tariff was put in.

They have gone out. Scarcely any large manufacturing interests in Iowa.

164 Q. Now, while you have adduced that most of the Illinois rates are below the tariff, what would be the effect of embodying those reductions into laws—that is, preventing you from placing them in other locals?

A. I don't understand that.

Q. Is it necessary, in order to do business at living rates, under the Illinois schedule, to maintain the rates—that is, the commissioners' rates, as established, as the maximum, while in other localities you can, owing to conditions, reduce them below?

A. I think that is true—in fact I know from experience that some communities are well served and satisfied with the payment of the maximum scale of rates, and other communities that prove and demonstrate that the application of that scale puts them out of the game—out of the market. because not for any other interest at that place or near by, but some other town that's a rival. It cannot compete—it's got to pay the same rates north or south or east or west—it must have some rate of equality.

165 And because you have got a rate below the commissioners' tariff to one community, it does not follow that you can give it to another, does it?

A. Why, we have the right to give it to one community under such circumstances, we have the right to give it to another.

Q. The right—I don't mean the power, but I mean, can you do it—are the circumstances so similar?

A. That's what I wanted to say—that circumstances are not similar and there's no call for it, and all were put on that basis of rates, that wouldn't do—we couldn't do it at all.

170 Q. The rates from Indiana and Ohio points to points in Illinois, are not they fixed by the voluntary agreement on the part of the railroads?

A. Not all of the railroads are included in that voluntary agreement.

Q. A great many of them are?

A. The lines east of the Illinois line are generally agreed upon those rates.

Q. Don't the lines west of the Illinois lines join them in those rates?

A. Under protest largely, excepting where the line through Ohio and Indiana is the controlling line clear through to some point in the middle or western part of the State. Those roads do adopt those rates.

Q. Well, it's true, is it not, that the Illinois lines do concur in those rates from Ohio and Indiana points to Illinois points?

A. The lines that are partly in Illinois and are controlled by the eastern or middle states lines do do so.

Q. Don't other lines do so?

A. Under protest more or less—always under protest or objection.

171 Q. From Bloomington to Lincoln, Mr. Bird, a distance of thirty miles, the first class rate is 22.56 and the fourth class is 11.98, and from Indianapolis to Lincoln, over the Pennsylvania and Alton, a distance of 186 miles, first class is 31.12 and fourth class 14. It is six times the distance and a little over, from Indianapolis to Lincoln, than it is from Bloomington to Lincoln, and the first class rate, Bloomington to Lincoln, is 22.56; do you say the rate from Bloomington to Lincoln is a reasonable rate?

172 A. I think it is.

Q. And you think the rate from Indianapolis to Lincoln is right?

A. I think it is unreasonably low. I don't think the roads of Illinois could operate under that schedule.

Q. You know that the Chicago & Alton does join the Pennsylvania on a joint tariff, under that basis?

A. Wherever there is a short line in the Chicago & Alton territory, without creating any new conditions, will participate in those rates because after long trial and refusal to participate they found the trunk lines were ignoring them and sending their more valuable business away from there.

Q. They do take the business on that basis although they don't like to do it?

A. They do—I suppose they do—it depends on what division they get on that rate. It is a matter largely of divisions. The mere statement of the rate from Indianapolis to Lincoln don't tell the story as to what the Alton is doing. It depends upon how much the Alton can get out of that rate.

Q. If Indianapolis jobbers get seven per cent less than the New York-Chicago rate, and then this low rate from Indianapolis to Springfield and to Lincoln, these points I have mentioned, is it possible for Illinois shippers to meet these rates?

A. I think they are so greatly benefitted by those rates that they are getting—

174 Q. Indianapolis and other Indiana and Ohio towns have an advantage over towns in Central Illinois, on a rate basis, I mean, haven't they, on eastern stuff?

A. On stuff from the east they have.

175 There's no question as to the facts—the rate from the east is much lower per mile than they are in the State of Illinois.

Q. And Indianapolis can sell cheaper than Chicago on account of the rates, can't they?

A. If the rate is the sole factor, yes, the rates are greater. Certainly the rates are greater from Chicago.

176 Q. The question I was putting to you was, Indiana and Ohio points have a first advantage in getting a less rate than the New York-Chicago rate?

A. Yes, sir.

Q. Then they have the advantage of being able to ship out from their points to points in Illinois, at a less rate than the maximum schedule of Commissioner's rates in this State, isn't that true?

A. Certainly, it is.

177 Q. So that they have two advantages?

A. So far as the rates are concerned, I repeatedly stated it. I want to state it so plainly you will be satisfied. That the rates here, east and west, are lower than the maximum rates of Illinois, and whatever effect that has on the traffic itself there, and no one can dispute it, it's the origin of that rate, and what it does, and why it's made I tried to explain.

190 Cross-examination by Mr. Miller.

Q. Mr. Bird, I now call your attention to Exhibit 93 that has been offered, in evidence and which is a list of towns—pardon me, I have the wrong one Exhibit No. 91, which is a list of towns on opposite sides of the state line of Indiana and Illinois, less carload rates, showing the distances in each case from Chicago and the rates; the distance from Chicago to Hillsdale, Indiana, is 155 miles over the Illinois Central or over the C. & E. I. road, and to Chrisman, Illinois, is 148 miles. The rate on baking powder is 29 per cent greater in Illinois for a shorter distance than it is to Hillsdale, Indiana, for a longer distance. Will you explain to the commission that discrepancy?

191 A. I think it is very simple—the rates in Indiana are lower than they are in Illinois.

Q. Will you explain the reason?

A. I don't know—I can't tell you. You say the C. & E. I. makes a rate to Hillsdale 155 miles, 21½ cents, while the same road makes 27¾ to Chrisman, is it the same road in each case?

Q. The C. & E. I. makes the Indiana rate of 21½ cents, and the Illinois rate for the less distance is 27 cents, on the Central. The increase is 29 per cent, the increase in Illinois—I wish you would explain to the commission?

A. Well, the C. & E. I. road's rate is lower than the Illinois Central—that's all there is to it. The fact is, it's very plain, you know, that the C. & E. I. rates are lower than the Illinois Central.

195 Q. Now, I call your attention to the item "smoking tobacco" the rate to—the distance from Chicago to Mt. Vernon, Indiana, is 306 miles, Carmi, Illinois, 283 miles. The Indiana rate is 25 cents and the Illinois rate is 32 cents, although the distance is much less. The increase is 31 per cent—what do you say as to that?

A. You have got plug tobacco there—35 against 32.8—why there's nothing except one rate is higher than the other.

Q. You can't explain it?

A. Why, I don't know why I should—please understand me,—I don't want to be captured. I simply want to say that in the absence of any circumstances or conditions which affect that, it appears upon the surface to be—

Q. Ridiculous?

A. No unreasonable difference, but you have got to consider those things and there may be a thousand different things affecting that condition that I don't recollect.

197 The Chairman—Did I understand you to say that in your judgement, if this State would adopt the Iowa schedule, it would have the effect of driving most of the factories out of the state, is that true?

A. I think it would have a very serious result on those—a very harmful effect.

The Chairman—Now, will you tell us why it would drive the factories out?

198 A. Well, when we are dealing not only with factories, but wholesale jobbers and distributing businesses, we find certain points on our road where we have to look after the interests of the manufacturers and the wholesalers, especially manufacturers. They want something in the way of concession in their raw material to put them on a parity in which this floating basis is

reached, and, and we figure out the rate on their material in connection with the rate out, on the manufactured goods. If we find that the two in combination yield in our opinion, a fair return, we consider what they have asked for on our in-freight.

The Chairman—What would be the trouble in doing that even if this State adopted the Iowa schedule of maximum rates?

A. If you put the rate down so low as that it would raise another question.

The Chairman—You mean by that, as I take it. Mr. Bird, that if you put the rate down to other people, that you would have to keep the rate up so high for these factories that it would be impossible for them to do business?

A. We ought to have a fair general average.

The Chairman—By having the rate up for us common people, you can make enough off that so as to cut the freight down on what work you do for the factories and allow them to live?

A. I don't think so, because us people who pay these standard rates are getting very fair rates—very reasonable rates.

Q. You are unable to cut down the other rates because you can keep those at the maximum rate?

A. Hardly so, because it encourages the manufacturers—it increases the population, it draws trade and traffic of every description. The benefits to be derived are hundred fold of various kinds—it builds up population.

199 The Chairman—It all goes back to the fact that in order to keep the factories alive, you have to reduce the freight to them a good deal below the ordinary Commissioners' maximum rate, isn't that true?

A. What I intended to say is this—an inflexible rate or inflexible tariff—so many miles, so many cents on each class, has never yet, in any state, resulted in the building up of those large manufacturing and jobbing interests, no matter how low it is.

The Chairman—If there was a ten per cent cut in the maximum rates here that wouldn't prevent you from doing that, would it?

A. It ought to.

The Chairman—That would prevent you—

A. I don't believe any road in Illinois makes ten per cent on its operations.

The Chairman—Then a two per cent—I am not saying what rate, but a cut that cuts down the maximum don't prevent you from further cutting the rate for some individual or some factory, does it?

A. If it's only a maximum rate, of course there would be the lee-way to make the rate as low—

The Chairman—Your answer was on the supposition that the Iowa rate prevented them going any lower?

A. No, that is really the minimum rate in Iowa, but the point on that tariff, which I wish to call attention to is the expression of general belief and confirmed opinion that any tariff, no matter whether high or low, which was put upon a certain scale and held there upon so many miles, so many cents, would not permit manufacturing or jobbing industries—certainly would not permit manufactories.

(Witness states that some commodities are carried at commodity rates.)

201 Q. You don't carry these commodities at a loss to your railroad, do you?

A. If you consider only the abstract question of carrying the commodity from this place to that place, perhaps yes. But carrying that commodity insures the manufacture of higher classed property and the carriage of it on some other rate.

Q. Who has to make up, Mr. Bird, for what you lose on carrying commodities at these lower rates?

A. I don't think it is made up.

Q. What?

A. Nobody makes it up unless the maximum scale is unreasonable in itself. If it is unreasonable in itself, that is different. But we don't make it up—we just lose it, or it may come up in the future by development of the country.

Q. And the people who have to pay the maximum contribute whatever profit your railroad gets out of the total business done.

A. They don't contribute any more than they ought to if the rates are reasonable.

Q. That is a fact.

A. No, it is not the fact. If a man ships his freight over a railroad and he pays a reasonable rate, that is the end of his deal.

Q. If you carry commodities at a loss or without making a profit, then isn't it necessary for you to make all of your profits off the people who pay the full rates?

A. I don't assume that we carry commodities at less than cost. It comes near to it. If we have got any margin, no matter how small, it is not only our privilege, but our duty to do it. I don't assume that we do carry our commodities at less than what it costs us.

Q. Assuming you don't carry them at a loss, but that you just save yourself or make a slight profit?

A. So slight that if it was applied to everything we couldn't get along.

202 Q. Then that being true, isn't it necessary for you to make your profits of the small shippers who have to pay the maximum tariff?

A. No, the small shippers, fortunately, are so well satisfied that we never hear from them, and I have yet to hear of the small shipper who has to complain.

203 W. B. Hamblin, *Asst. Gen. Freight Agt. of the C. B. & Q. R. R.*

204 In order for us to engage in the business from Richmond to Peoria, we have to make the same rates that are in effect by the Pennsylvania road from Richmond to Peoria, over their own line. Of course, that carries it through the State of Illinois. The same thing applies to Keokuk and Burlington in that we had to do the same thing there.

215 The only thing I would like to insist upon as being proper, is the fact that we must make joint rates, interstate, that is, we must have rates from the east into Illinois, because we cannot avoid it, and we must make rates from Illinois to points north and west in order that the manufactories in the State of Illinois can get into that territory with their products.

216 That is the place they send their goods—they can't send them any other way. There is no other way for them to do.

Q. Jobbers as well as manufacturers?

A. Yes, sir.

Q. If the rates, the maximum rates, in Illinois were reduced, would it compel you to probably take off the through rates—or what would it do with the special rate?

A. We ought to, in justice to the railroad—

Q. That is what I mean,

A. What I was going to say—I was going to qualify my statement in regard to that—that it would be an injustice to the people that had built their manufactories on our line because they have no complaints in here.

Q. I am talking about the question of self-preservation. If a reduction was made in the Illinois rates, would you not be forced to make certain modifications, increases in the through rates, in the commodities?

A. We couldn't increase the through rates because they are fixed for us by the lines east of us. We could increase our commodity rates to those manufacturing points. Those commodity rates—now we make a rate for instance, several rates—we make a rate from Chicago to Aurora on a great many articles. They go into manufactured goods there. When those goods are shipped out to territory north and west of us, we charge them the same rates we would charge the shipper from Chicago on the same goods. So that as a matter of fact, the rate we make in there on these manufactured goods is whatever we charge him in addition to the rate from Chicago—that is, if we charge the man five cents from Chicago to Aurora on a car of anything—iron, for instance, that goes to the manufacture of a stove at Aurora.

217 When that car of stoves is shipped to any point north or west of us, we charge him the same rate that we charge from Chicago, and of course he is at a disadvantage on the five cents we have already charged him on the raw material. This is the way these are made—these rates are made. We don't make commodity rates on sugar whatever and such as that—it is on the raw material that goes to make the manufactured article at these points. The same thing applies from Rockford. We make commodity rates from Chicago to Rockford on certain articles, and when that is put in the manufacture

articles we charge the Rockford shipper just the same as we charge from Chicago, exactly.

219 Cross-examination, by Mr Barry.

We have commodity rates from Chicago to Peoria, for instance, canned goods is 14 cents, but our commodity rate is 10 cents. The first class rate from Richmond, Indiana to Peoria, over our line, is the same as from Chicago to Peoria. We have commodity rates from Chicago to the points along our line where factories are located

222 A. I should say—only a guess on my part, but I should say probably 75 per cent of our business is done on the maximum rates—that is of the merchandise. I am not speaking of the commodities, of coal, lumber, live stock and grain—I am speaking of merchandise.

Q. That would include agricultural implements and furniture?

A. Yes, sir.

223 Q. Then in many instances, you don't charge the maximum schedule rates?

A. When it comes to a question of a differential basis as between Peoria and the Mississippi river, and Chicago, we do not undertake to charge the maximum rates.

224 Q. You take care of the shipping towns along your line pretty well?

A. Why, we try to, yes.

Q. By making these special commodity rates?

A. Where we think it is necessary to do so in order for that manufacturer to do business against his competitors in the same line, we undertake, if it is possible to do so, to put him on an equality with his competitor in the same territory.

Q. You can still do that if a lower maximum schedule was in force?

A. We could, I suppose.

Q. Do you make money on carrying goods at these special commodity rates?

A. No, sir, we do not.

Q. You lose money?

A. No, we do not. I say our special commodity rates are part of a through rate.

Q. The question is, do you make money, or lose money?

A. We certainly would lose on the business that we carry into these manufacturing towns, if that was the end of it. That would not make the rates and consequently we would lose money.

Q. Do you make money or lose money on these commodity rates?

A. We get a fair return on a through shipment and the commodity rates—that is, on the commodity rates in themselves, we certainly would not make them.

Q. Then do I understand that you make money or lose money?

A. I said that—I didn't say that we made money—I didn't say that we lost it—I will simply say that we don't make and don't lose any on the particular rates of commodities.

225 Q. You hold your own?

A. We hold our own there and when the shipment goes forward, if we have any earnings at all in excess of the cost, we get it then.

235 E. B. Boyd, Gen. Freight Agent, C. R. I. & P.

241 Q. What's your best judgment as to whether you make or lose money on these commodity rates?

A. In connection with other matters, which must be considered in the making of these rates, we make money, of course, we make money, but in the the abstract I would say no.

Q. What proportion of the local business done over the railroads in the State of Illinois is done on commodity tariffs?

A. It would be entirely guess work on my part to tell you that. A large proportion of it, I believe, and I am strengthened in my belief all the more, from the testimony of the preceding witness and the figures he gives.

242 Q. Do you make as much profit in carrying at these commodity rates as you do in carrying other goods for other shippers at the maximum rate?

A. Taken per ton, naturally not.

Q. Now, where does your road make its profit, on what class of shipments—shipments made under the commodity rates or under the maximum schedule?

A. Under the whole adjustment with the entire traffic—the entire movements of traffic.

250 Frank T. Bentley, Chairman of the Traffic Committee of the Illinois Manufacturers' Association.

251 A. The peculiarity of the Iowa scale of rates, regardless of the classification as compared to other classifications, is the fact that the short haul rates are very low. It is peculiar in that respect. I don't know of any other classification of rates in the country that is anything like it.

258 Cross-examination.

I am here representing the Illinois Manufacturers' Association. My particular business is Traffic Manager of the Illinois Steel Company in Chicago.

261 We get low rates on raw material shipped in and we have commodity rates on out business from Chicago over many of the railroads, also out from Joliet, and from Waukegan. They are less than the maximum. It is true that we (the Illinois Steel Co.) have commodity rates to some territories from all of the towns where we have branches in Illinois and over practically all the railroads that get into those towns.

263 We are not complaining about those commodity rates.

Q. And if—you are afraid that if the general maximum rates over the State are reduced, that you will lose some of these commodities?

A. No, I don't think so.

Q. In your judgment would the reduction of the maximum rate in Illinois affect these commodity rates that you have?

A. They might to some extent, I don't know.

264 Q. Now, the distance from Chicago to Joliet is 40 miles, isn't it?

A. About that.

Q. Now the first class rate under commodity rates is 22 cents, isn't it?

A. I think that is it.

Q. And the fourth class 10 cents?

A. Yes.

Q. While the Illinois maximum rate is 26.32 on first class, isn't it?

A. If you say so, I don't remember—it sounds right.

Q. The fourth class is 13.16.

A. That sounds all right.

Q. So that the commodity rates from Chicago to Joliet are from 25 to 33½ per cent anyway, less than the maximum, isn't that true?

A. I expect so.

265 It is my best judgment that two-thirds of the tonnage in Illinois is carried on commodity rates.

266 Q. Do they make or lose money on those commodity rates?

A. Outside of the commodity rates which are made in bound to manufacturers on their raw material, I should say that they can make some money.

Q. So that would render it necessary, Mr. Bentley, wouldn't it, that the other third of the tonnage carried by the State of Illinois, would have to make up and pay whatever profits were made on the business?

A. No, not entirely, because I think they make money on their commodity rates.

Q. If they don't make very much profit on two-thirds of the tonnage carried, they must necessarily make more profit in proportion on the other third they do carry, to make the profits that they do?

A. That is a part of the corollary of the other proposition.

274 W. E. Keepers, General Freight Agent of the Illinois Central R. R.
Direct-examination, by Jno. G. Drennan.

276 (Witness is asked to examine exhibit 91 and to explain the difference in the rates as between Indiana and Illinois, as indicated by said exhibit, and states:) Well, I should say, although I am not perfectly familiar with the exact basis, that there is a lower scale generally, as is shown, a good many times, in Indiana than there is in Illinois.

277 This exhibit shows that the rate to Stewartsville, Ind. to Chicago is 40 cents and from Chicago to Grayville, Ill., the rate is 50 cents.

Q. Now you may state why it is that the rate to Stewartsville is only 40 cents.

A. Because the rate is 40 cents to Evansville and Stewartsville is on the same line on an interstate business.

- Q. You may state if the rate of 50 cents to Grayville is excessive?
 A. No, sir.
- 278 Q. And the reason that the 40 cent rate is only charged to Stewartsville, is on account of the Evansville rate?
 A. Yes, sir.
- A. The Evansville rate we found in effect when we took the P. D. & E. Railroad some two years ago or a little over. The same basis applied to all points north of the Ohio river, Cincinnati to Evansville and also to Cairo and southeastern business.
- 279 A. The last witness had a great deal to say about commodity rates from Chicago. There are commodity rates from Chicago to various points on all classes of freight, you may say, and also from other points to manufacturing territories. There are also commodity rates on merchandise to various points.
- 280 I think the Illinois commissioners' schedule of rates is reasonable. I think it would be a bad thing to have them reduced. The railroads now are making a rate much lower than the commissioners' schedule, and they are free to do so, and encouraged to do so to a considerable extent, and it is called by some of the witnesses preceding me, an elastic schedule of rates—elastic dominant. It gives us an opportunity to make rates when there is a demand, without discrimination.
- 281 Cross-examination by Mr. Barry:
 Q. You think this Illinois maximum schedule is reasonable?
 A. It is a reasonable maximum schedule.
 Q. Can the roads afford to carry freight for less than that?
 A. They do.
 Q. And make money?
 A. They do.
 Q. And make money?
 A. I presume they make money.
 Q. Don't you know they make money?
 A. They make money as a whole.
 Q. Don't you know they make money on the business they carry in the State of Illinois under those rates?
 A. There is not a separate division of the earnings of purely State business to show that absolutely.
 Q. You have no way of telling definitely?
 A. According to our general knowledge of business and cost of doing business, etc.
 Q. Do you know your local tonnage in the State of Illinois for the past year?
 A. I do not.
 Q. Do you know what your receipts were from local carriage in the State of Illinois for the past year?
 A. I do not.
- 282 Q. Do you for any past year?
 A. No, sir; they do not keep the statements in such a manner that that can be done without great labor and expense.
286. Chicago to Vandalia over our line is 247 miles, and we charge on first class matter 47 cents, and on fourth class 23 cents. The commissioners' schedule is 52.17 cents on first class and 26.32 cents on fourth class. From Bloomington to Vandalia, 106 miles, we charge the commissioners' schedule.
- 287 We give Chicago a much lower rate than Bloomington on first and fourth class, because the rates to Vandalia from Chicago are the same as to East St. Louis. There is quite a long story connected with the making of rates between Chicago and East St. Louis—making of rates from Detroit and Toledo bearing on it—and finally an adjustment was made fixing the rate at 40 cents first class, and that takes in a large intermediate territory, as a maximum—very often lower than the commissioners' schedule for the distance. The rates from interior points have no bearing on the through traffic from Chicago to East St. Louis. (Witness is then examined as to rates made from Peoria to various towns, which are less than the maximum as compared with rates from Bloomington to the same towns, which are based on the commissioners' schedule.)

293. We made commodity rates on groceries, agricultural implements and hardware.

294 Q. Has it been the policy of your road to put in commodity rates whenever they were called for?

A. Oh, no.

Q. How do these communities get commodity rates?

A. Well, it's a business matter—the thing comes up and is discussed and gone into as a matter of business.

Q. Do you carry these goods at these commodity rates at a profit or loss?

A. I don't think we carry any business at very much of a loss; if we did, we wouldn't carry it very long. We don't make as much money on a low rate as a high rate—the higher the rate the more money is made, as a rule.

Q. What proportion of the local business is carried at commodity rates?

A. I couldn't tell exactly, but there is a very great preponderance of business on our line carried at less than the commissioners' schedule.

Q. You don't mean on all the commodity rates?

A. No, if you call them commodity rates, that term is misleading. But rates lower than the commissioners' tariff.

The Chairman: Special rates?

A. Special tariffs or special billing order.

295 Q. Now, you don't mean to say or be understood as saying that the railroads couldn't afford to carry freight in this State at less than the maximum rates, do you, Mr. Keepers?

A. I didn't say that—you didn't ask me the question.

Q. In your judgment they can?

A. Carry all the business? If you say that, I say no. It would be too great a reduction on all the business. We carry a large quantity at less than the commissioners' rates.

Q. What proportion?

A. It would only be a guess. I think over half the business we carry in the State of Illinois would reach lower—and when I say business I say tonnage—less—

Q. How much lower?

A. You couldn't expect me to answer that—it would be absolutely impossible.

Q. What is your best judgment?

A. We have rates on dozens of articles—I can give you illustrations if you like. You ask the question—I can give illustrations.

Q. I want your judgment.

A. I can give you—I have got judgment on one point. That is the rate on lumber from Cairo to Chicago is 13.32. Our rate is ten cents. It is a very large business. That's one illustration. I can give you more.

The Chairman: That's from Cairo to Chicago?

A. Yes, sir.

Q. What's the rate from Cairo to Bloomington on the same lumber?

A. I think it's nine cents.

298 (With reference to transporting freight in Illinois on the Illinois Central west of the Indiana State line, as compared to the rates that are charged by the C. & E. I. from Chicago to points in Indiana, east of the Illinois State line, the following examination took place):

Q. The Illinois Central and the C. & E. I. pass through about the same country?

A. Yes, apparently. But we are not compelled to make the same rates as the C. & E. I. does, because they are sufficiently far away—they feel that they are compelled to make something less in their rates, owing to the lower scale east that works west.

300 (As to why the rates from Chicago to Mt. Carmel should be higher than the rate from Chicago to Princeton, Indiana, the same distance, witness states): Considering that there is no railroad from Chicago to Mt. Carmel, Illinois, that the distance tariff can not govern, and the commercial conditions don't amount to anything, I don't see that there is any answer required, although I will go further. Princeton, Indiana, takes the same basis of in

terstate rate. Mt. Carmel is not on any line reaching Chicago, and there is no through rate made there on any competitive basis to compete on any direct line. That is probably higher than distance tariff.

303 The rates to Evansville, Indiana, are the same as they are to Stewarts-ville. As to whether the rates to points from Chicago, between stations between Grayville and Evansville, are profitable, will say that my previous answer would cover that. It is a very small business. As far as Evansville is concerned, there is profit in some of that business—we may haul some that there is not any profit in—we don't aim to haul at a loss.

Q. If the rates for that long distance are reasonable, are not the—

A. I didn't say they are reasonable.

Q. Are profitable—?

A. I didn't say they are very profitable.

304 Q. You don't do it at a loss?

A. We don't do it at a very large loss.

Q. You do it at a profit then?

A. Slight profit.

Q. Isn't the rate to Grayville high?

A. No, it's based on the reasonable schedule of the Commission.

On May 16, 1905, the following testimony was taken:

4 Henry C. Barlow, Manager Shippers' Association.

9 Exhibit A-1 of the Chicago Shippers' Association is the so-called Central Freight Association scale, a scale governing distances from five to 450 miles, both inclusive, used as a basis of rates between points in the territory of the Central Freight Association, which comprises the States of Ohio, Indiana, and part of Michigan and that part of Illinois east and south of a line drawn from Chicago through Joliet and Streator to Peoria, thence via the T., P. & W. Railroad to East Burlington and thence via the east, connecting with the Mississippi river and the junction of that river with the Ohio. This scale is also applied locally within the states of Ohio, Indiana and Michigan; not absolutely but substantially so. Some lines apply it absolutely, others modify it somewhat.

33. The Central Freight Association scale is adopted by the lines comprising the association now. It is issued in this way: Central Freight Association information No. 2495, abrogating Central Freight Association circulars, issued at Chicago, October 25, 1900; basis for rates between points in the territory of the Central Freight Association.

35 From what I know of it, the Central Freight Association is certainly a voluntary association.

91 I think no one here will dispute this statement: that the density of traffic in the State of Illinois is greater than in any other western state west of the Allegheny mountains except the State of Ohio.

92 The density of traffic in Ohio for 1904 was 1,708,406 tons; in Illinois, 1,072,313 tons; in Michigan, 523,093 tons.

94 The rates in Illinois are higher than they are in Michigan, Indiana or Ohio.

95 Assuming that the rates in Michigan are substantially the same as the C.

F. A. scale, then the Illinois distance tariff for distances of 100 to 400 miles, is approximately 45 per cent higher than the rates charged in Michigan while the density of traffic is almost double in Illinois, as compared with Michigan.

SUMMARY OF EXHIBITS OFFERED BY MR. H. C. BARLOW

Exhibit A-1.

Central Freight Association Scale.

Exhibit A-2.

Comparison of rates on first six classes from New York, Buffalo, Detroit, Indianapolis and Cincinnati, to various points in Illinois vs. Chicago and C. F. A. scale and Illinois distance tariff rates for like distances.

Also comparison of the proportions accruing to the lines south of Chicago compared with the local rates from Chicago to same points, and C. F. A. scale and Illinois distance tariff rates for like distances.

Exhibit A-3.

Table showing the percentage the Illinois distance tariff rates are higher than the C. F. A. scale for like distances 100 to 400 miles. Also aggregate percentage higher.

Exhibit A-4.

C. C. C. & St. L. Ry. Tariff X-1131 and amendments. Also statement showing comparison of rates from East St. Louis to points on their line in Illinois vs. C. F. A. scale and Illinois distance tariff rates for like distances, which comparison discloses that for distance of 95 miles and over, the rates are substantially on basis of the C. F. A. scale.

Exhibit A-5.

Toledo, St. Louis & Western Ry. Tariff G. F. D. No. 454, and statement showing comparison of rates from East St. Louis to various points on that line in Illinois vs. C. F. A. scale and Illinois distance tariff rates for like distances, which comparison discloses that the rates for distance of 72 miles and over, are substantially on basis of the C. F. A. scale.

Exhibit A-6.

Vandalia Line joint freight tariff No. 1851 and statement showing comparison of rates from East St. Louis to points on that line in Illinois vs. C. F. A. scale and Illinois distance tariff rates for like distances, which comparison discloses that the rates for distance for 100 miles and over, are substantially on basis of the C. F. A. scale.

Exhibit A-7.

Illinois Central R. R. joint freight tariff with I. D. & W. Ry. No. 568, and amendments. Also statement showing comparison of rates from Indianapolis to points in Illinois on the Illinois Central R. R. vs. C. F. A. scale and Illinois distance tariff rates for like distances, and comparison with the rates from Chicago to same points, which comparisons show that the rates from Indianapolis are substantially on basis of the C. F. A. scale.

Exhibit A-8.

C. & A. R. R. joint freight tariff with I. D. & W. Ry., No. 995, and amendments. Also statement showing comparison of rates from Indianapolis to points in Illinois on the C. & A. R. R. vs. C. F. A. scale and Illinois distance tariff rates for like distances, also comparison with the rates from Chicago to same points, which comparisons show that the rates from Indianapolis are on substantially the basis of the C. F. A. scale.

Exhit A-9.

Indiana, Decatur & Western Ry. local freight tariff No. 820. Also statement showing comparison of rates from Indianapolis to points on that line in Illinois vs. C. F. A. scale and Illinois distance tariff rates for like distances, also comparison with the rates from Chicago to same points, which comparisons show that the rates from Indianapolis are on substantially the C. F. A. scale.

Exhibit A-10.

C. B. & Q. R. R. Joint freight tariff with Vandalia Line. No. 1890. Also statement showing comparison of rates from Indianapolis to points in Illinois on the C. B. & Q. vs. C. F. A. scale and Illinois distance tariff rates for like distances. Also comparison with the rates from Chicago to same points.

Exhibit A-11.

Michigan Central R. R. local freight tariff G. F. D. No. 2803 and 5342. Also statement showing comparison of rates from Detroit and Chicago to points in Michigan on that line vs. C. F. A. scale and Illinois distance tariff rates for like distances. Also reference to page 37 of tariff G. F. D. No. 2803, comparison of Michigan distance tariff rates vs. C. F. A. scale and Illinois distance tariff rates for like distances. The rates from Chicago and Detroit to points in Michigan on the Michigan Central R. R., are on substantially the basis of the C. F. A. scale.

Exhibit A-12.

P. C. C. & St. L. distance tariff G. F. D. No. 21. Same being adoption of C. F. A. scale by the above company applying between stations on that line.

Exhibit A-13.

Schedule showing current merchandise rates from Cincinnati, Ohio and Indianapolis, Ind., to various points in Illinois, confirmed by the P. C. C. & St. L. Ry., April 18, 1905.

Exhibit A-14.

C. F. A. tariff No. 48. Tariff adopted by C. F. A. lines applying on classes and commodities between Chicago and various points in Illinois and Indianapolis, Cincinnati, Louisville, Evansville, etc., also between Indianapolis and Cincinnati, Jeffersonville, New Albany, etc. The merchandise rates in the above tariff are based on the C. F. A. scale. It will be noted that with this alleged low basis on class rates, that the commodity rates are on a still lower basis.

Exhibit A-15.

Map of the State of Illinois with described territory, showing boundaries indicated by blue, red and black lines, wherein the rates from Indianapolis, Cincinnati and Detroit, are on a lower basis on one or more classes, than from Chicago.

Exhibit A-16.

Schedule showing the current merchandise rates from Detroit to various points in Illinois used in these exhibits and confirmed by the Pere Marquette R. R., April 24, 1905.

Exhibit A-17.

Schedule showing current merchandise rates from Detroit to various points in Illinois, used in these exhibits, and confirmed by the Wabash R. R., April 15, 1905.

Exhibit A-18.

Grand Rapids & Indiana Ry. local freight tariff G. F. D. No. 1, and amendments, showing comparison of rates from Sturgis, Mich., to various points in Michigan on that line vs. C. F. A. scale and Illinois distance tariff rates for like distances.

Exhibit A-19.

Grand Trunk Ry. freight tariff G. F. D. No. 851. Also statement showing comparison of rates from Port Huron to various points in Michigan on that line vs. C. F. A. scale and Illinois distance tariff rates for like distances, which discloses that the rates are on substantially the C. F. A. scale.

Exhibit A-20.

Baltimore & Ohio Southwestern Ry., joint freight tariff No. H-1972. Also statement showing comparison of rates from East St. Louis to various Illinois points on that line vs. C. F. A. scale and Illinois distance tariff rates for like distances, showing that the rates are on substantially the same basis as the C. F. A. scale.

Exhibit A-21.

Schedule showing current merchandise rates from Cincinnati, Ohio and Indianapolis, Indiana, to various points in Illinois, confirmed by the P. C. C. & St. L. Ry., May 12, 1905.

102 Mr. Brown: Well, Judge, I know that I am not prepared to cross-examine this witness, and I doubt if any other—I doubt if any other gentleman associated with me, with the study he has given to it, the investigation, preparation and all, which require a corresponding care on our part and investigation, and I shall certainly ask the commission for time to have this testimony written up and submitted to experts upon the railroad side. I don't want to ask too much, but I certainly could not cross-examine him very strongly. It is a very thorough piece of work that this witness has given here, and the inference and deductions to be made from his statements are extremely voluminous, and we must meet it, Judge, and explain it, and I am not able today to cross-examine him. If any other gentleman feels that he is equal to the task I should be very glad to hear from him.

108 An adjournment was had to June 12, 1905, at which the following evidence was taken:

117 W. H. Eubanks, Chief Clerk in the Auditor's office and Secretary of the State Board of Equalization.

(Mr. Eubanks testified from the returns of the railroad companies to the State Board of Equalization, as to the full valuation returned to said board, by the said railroads, of their lines in Illinois, which said value, and also the capital stock and funded debt per mile, as reported to the Railroad and Warehouse Commission by the said railroads, are as follows:)

NAME OF COMPANY.	Full valuation returned to Board of Equalization, Average per mile.	Capital stock and funded debt per mile, as reported to Railroad Commission.
A. T. & S. F.	\$ 21,385	\$ 58,248
C. & A.	30,665	122,504
C. B. & Q.	23,100	34,686
C. & E. I.	30,576	68,563
C. & E.	No Ill. mileage	89,755
C. G. W.	14,983	101,806
C. & I. S.	3,633	31,566
C. I. & St. L. Short line.....	13,301	70,069
Chicago Junction.....	7,864	167,031
C. M. & St. P.	32,257	33,321
C. P. & St. L.	4,236	56,404
C. R. I. & P.	17,455	38,288
C. & W. I.	281,811	565,576
C. I. & W. (Ohio River Div.).....	5,923	42,234
C. I. & W.	6,721	42,234
C. C. & St. L.	21,609	54,635
D. R. I. & N. W.	15,289	64,157
DeKalb & G. W.	13,554	101,806
E. St. L. Con.	177,922	17,391
E. J. & E.	37,662	* 66,280
F. C. N. G.	1,254	18,274
G. & G. E.	5,779	18,519
G. T. W.	32,297	78,750
I. & I. D. (I. C.).....	10,921	565
I. S.	4,157	66,521
I. T.	30,039	64,167
I. I. & I.	7,340	48,147

NAME OF COMPANY.	Full valuation returned to Board of Equalization, average per mile.	Capital stock and funded debt per mile, as reported to Railroad Commission.
Iowa Central.....	\$ 4,515	\$ 52,674
J. & St. L.....	9,609	31,051
K. & S.....	8,626	15,685
L. E. & W.....	4,216	48,627
L. S. & M. S.....	64,968	138,104
LaSalle & Bureau Co.....	2,180	7,874
L. & N.....	18,083	49,902
Macoupin Co.....	29,580	400
M. C.....	61,057	92,023
M. & O.....	13,669	49,134
N. Y., C. & St. L.....	24,315	† 96,539
Pawnee.....	7,604	15,111
P., D. & M., and Peoria Div. Ill. Cent.....	2,917	43,791
P. & E.....	15,959	70,257
P. & P. T.....	8,726	224,984
P., C. C. & St. L.....	27,080	102,725
P., Ft. Wayne & C.....	149,646	123,791
Q. C. & St. L.....	507	10,204
St. L., B. & S. Ry. (I. C.).....	21,723	69,077
St. L., Iron Mt. & S. V. Div.....	3,141	64,809
St. L. T. & E.....	24,273	39,415
Southern.....	10,570	68,802
T. H. & I.....	15,090	36,424
T. H. & P.....	2,647	42,408
T., P. & W.....	4,851	42,760
T., St. L. & Western.....	13,947	79,873
T., M. & N.....	817	36,846
W., C. & W.....	6,376	29,924
Wisconsin Central.....	19,391	† 58,275
Wabash and branches.....	5,663	83,701

* Including industrial mileage.

† Including industrials—17 miles.

‡ Including 166 miles industrials.

(This witness also made a computation based on the average value of property per mile of the various railroads as reported by them to the State Auditor in April 1904, enumerated in said statement, and the net earnings per mile of said roads as reported by the railroads to the Railroad and Warehouse Commission for year ending June 30, 1904, showing that the per cent of earnings per mile, to value per mile, is as follows:)

ATCHISON, TOPEKA & SANTA FE.

Average value of property per mile	\$21,383
Average net earnings per mile.....	3,124
Per cent of earnings per mile to value per mile.....	28.64%

BALTIMORE & OHIO SOUTHWESTERN, BALTIMORE & OHIO & CHICAGO AND BALTIMORE & OHIO CONNECTING.

Average value of property per mile	\$7,983
Average net earnings per mile.....	2,793
Per cent of earnings per mile to value per mile.....	34.98%

CHICAGO & EASTERN ILLINOIS AND SUBSIDIARY LINES.

Average value of property per mile	\$17,670
Average net earnings per mile.....	5,241
Per cent of earnings per mile to value per mile.....	29.66%

CHICAGO, CLEVELAND, CINCINNATI & ST. LOUIS AND SUBSIDIARY LINES.

Average value of property per mile	\$14,903
Average net earnings per mile.....	2,592
Per cent of earnings per mile to value per mile.....	17.39%

CHICAGO & ALTON.

Average value of property per mile	\$30,665
Average net earnings per mile	4,876
Per cent of earnings per mile to value per mile	15.9%

CHICAGO, BURLINGTON & QUINCY.

Average value of property per mile	\$21,015
Average net earnings per mile	2,725
Per cent of earnings per mile to value per mile	12.96%

CHICAGO, MILWAUKEE & ST. PAUL.

Average value of property per mile	\$32,257
Average net earnings per mile	8,787
Per cent of earnings per mile to value per mile	27.24%

CHICAGO, PEORIA & ST. LOUIS.

Average value of property per mile	\$4,236
Average net earnings per mile	486
Per cent of earnings per mile to value per mile	11.47%

CHICAGO, ROCK ISLAND & PACIFIC.

Average value of property per mile	\$17,455
Average net earnings per mile	8,329
Per cent of earnings per mile to value per mile	47.71%

CINCINNATI, INDIANAPOLIS & WESTERN.

Average value of property per mile	\$6,721
Average net earnings per mile	1,363
Per cent of earnings per mile to value per mile	20.28%

DAVENPORT, ROCK ISLAND & WESTERN.

Average value of property per mile	\$15,289
Average net earnings per mile	448
Per cent of earnings per mile to value per mile	2.93%

EAST ST. LOUIS CONNECTING.

Average value of property per mile	\$177,922
Average net earnings per mile	52,816
Per cent of earnings per mile to value per mile	29.40%

ELGIN, JOLIET & EASTERN.

Average value of property per mile	\$37,662
Average net earnings per mile	3,557
Per cent of earnings per mile to value per mile	9.44%

FULTON COUNTY NARROW GAUGE.

Average value of property per mile	\$1,254
Average net earnings per mile	95
Per cent of earnings per mile to value per mile	7.75%

GALESBURG & GREAT EASTERN.

Average value of property per mile	\$5,779
Average net earnings per mile	153
Per cent of earnings per mile to value per mile	2.67%

GRAND TRUNK WESTERN.

Average value of property per mile	\$32,297
Average net earnings per mile	160
Per cent of earnings per mile to value per mile	0.5%

ILLINOIS NORTHERN.

Average value of property per mile.....	\$2,871
Average net earnings per mile.....	1,702
Per cent of earnings per mile to value per mile.....	59.28%

ILLINOIS SOUTHERN.

Average value of property per mile.....	\$4,157
Average net earnings per mile.....	1,007
Per cent of earnings per mile to value per mile.....	24.23%

ILLINOIS TERMINAL.

Average value of property per mile.....	\$3,039
Average net earnings per mile.....	3,274
Per cent of earnings per mile to value per mile.....	107.73%

INDIANA, ILLINOIS & IOWA.

Average value of property per mile.....	\$7,340
Average net earnings per mile.....	1,579
Per cent of earnings per mile to value per mile.....	21.51%

IOWA CENTRAL.

Average value of property per mile.....	\$4,515
Average net earnings per mile.....	1,683
Per cent of earnings per mile to value per mile.....	37.27%

LAKE ERIE & WESTERN.

Average value of property per mile.....	\$4,216
Average net earnings per mile.....	1,783
Per cent of earnings per mile to value per mile.....	42.29%

LAKE SHORE & MICHIGAN SOUTHERN.

Average value of property per mile.....	\$64,968
Average net earnings per mile.....	13,598
Per cent of earnings per mile to value per mile.....	20.93%

LA SALLE & BUREAU CO.

Average value of property per mile.....	\$2,180
Average net earnings per mile.....	1,565
Per cent of earnings per mile to value per mile.....	71.80%

LOUISVILLE & NASHVILLE.

Average value of property per mile.....	\$18,083
Average net earnings per mile.....	3,555
Per cent of earnings per mile to value per mile.....	19.65%

MICHIGAN CENTRAL.

Average value of property per mile.....	\$61,057
Average net earnings per mile.....	1,217
Per cent of earnings per mile to value per mile.....	1.99%

MOBILE & OHIO.

Average value of property per mile.....	\$13,669
Average net earnings per mile.....	595
Per cent of earnings per mile to value per mile.....	4.35%

NEW YORK, CHICAGO & ST. LOUIS.

Average value of property per mile.....	\$24,318
Average net earnings per mile.....	817
Per cent of earnings per mile to value per mile.....	3.36%

PAWNEE.

Average value of property per mile.....	\$7,604
Average net earnings per mile.....	1,766
Per cent of earnings per mile to value per mile.....	23.22%

PEORIA & PEKIN UNION.

Average value of property per mile.....	\$12,563
Average net earnings per mile.....	14,382
Per cent of earnings per mile to value per mile.....	114.48%

PITTSBURG, CINCINNATI, CHICAGO & ST. LOUIS.

Average value of property per mile.....	\$27,080
Average net loss per mile.....	3,780
Per cent of loss per mile to value per mile.....	13.95%

QUINCY, CARROLTON & ST. LOUIS.

Average value of property per mile.....	\$507
Average net earnings per mile.....	58
Per cent of earnings per mile to value per mile.....	11.44%

ST. LOUIS, BELLEVILLE & SOUTHERN.

Average value of property per mile.....	\$21,723
Average net earnings per mile.....	1,384
Per cent of earnings per mile to value per mile.....	6.37%

ST. LOUIS, TROY & EASTERN.

Average value of property per mile.....	\$24,273
Average net earnings per mile.....	14,320
Per cent of earnings per mile to value per mile.....	58.90%

SOUTHERN RAILWAY CO.

Average value of property per mile.....	\$10,570
Average net earnings per mile.....	1,253
Per cent of earnings per mile to value per mile.....	11.85%

TERRE HAUTE & INDIANAPOLIS (VANDALIA.)

Average value of property per mile.....	\$15,090
Average net earnings per mile.....	2,108
Per cent of earnings per mile to value per mile.....	13.95%

TOLEDO, PEORIA & WESTERN.

Average value of property per mile.....	\$1,851
Average net earnings per mile.....	1,123
Per cent of earnings per mile to value per mile.....	23.15%

TOLEDO, ST. LOUIS & WESTERN.

Average value of property per mile.....	\$13,947
Average net earnings per mile.....	2,031
Per cent of earnings per mile to value per mile.....	14.56%

TOLUCA, MARQUETTE & NORTHERN.

Average value of property per mile.....	\$ 817
Average net earnings per mile.....	1,602
Per cent of earnings per mile to value per mile.....	188.43%

WABASH, CHESTER & WESTERN.

Average value of property per mile.....	\$6,376
Average net earnings per mile.....	465
Per cent of earnings per mile to value per mile.....	7.29%

WISCONSIN CENTRAL.

Average value of property per mile	\$19,391
Average net earnings per mile	5,187
Per cent of earnings per mile to value per mile	26.75%

WABASH RAILROAD CO.

Average value of property per mile	\$5,663
Average net earnings per mile	1,799
Per cent of earnings per mile to value per mile	31.76%

Table showing net earnings per mile of road from operation in Illinois for the year ending June 30, 1904—as reported by the railroads to the Railroad and Warehouse Commission. (See pages 128 to 131, inclusive, Report Railroad and Warehouse Commission, 1904.)

STEAM RAILROADS.

1	2	3	4	5	
NAME OF COMPANY.	Gross earnings per mile of road (including track- age rights)	Operating expenses per mile of road (includ- ing trackage rights)	Net earnings per mile of road (including track- age rights)	Net loss per mile of road (including trackage rights)	
	<i>Dol.</i>	<i>Dol.</i>	<i>Dol.</i>	<i>Dol.</i>	
1 A. T. & S. F. Ry. Co. (The)	16,351	10,227	6,124	.....	1
2 Baltimore & Ohio R. R. Co.	6,657	3,864	2,793	.....	2
3 B. & O. Con. R. R. Co. ....	.....	.....	.....	.....	3
4 B. & O., & Chicago R. R. Co. ....	.....	.....	.....	.....	4
5 B. & O. Southwestern R. R. Co. ....	.....	.....	.....	.....	5
6 Belt Ry. Co. of Chicago (The)	77,958	42,938	35,020	.....	6
7 Calumet Western Ry. Co.	58	273	.....	215	7
8 Chicago Great Western Ry. Co.	12,907	9,365	3,542	.....	8
9 Chicago Heights T. T. R. R. Co. ....	.....	.....	.....	.....	9
10 Chicago Junction Ry. Co.	33,707	23,148	10,559	.....	10
11 Union Stock Yards & Transit Co. ....	.....	.....	.....	.....	11
12 Chicago Short Line Ry. Co.	25,235	21,936	3,299	.....	12
13 Iroquois Iron Works .....	.....	.....	.....	.....	13
14 Chicago Terminal Transit R. R. Co.	12,457	9,120	3,337	.....	14
15 Chicago Union Trans. Ry. Co.	8,142	5,518	2,624	.....	15
16 Chicago & Alton Ry. Co. (The)	14,130	9,254	4,876	.....	16
17 Chicago & Alton R. R. Co. (The) .....	.....	.....	.....	.....	17
18 Joliet & Chicago R. R. Co. (The) .....	.....	.....	.....	.....	18
19 Chicago & Eastern Illinois R. R. Co.	13,670	8,429	5,241	.....	19
20 E. Illinois & St. Louis R. R. Co. ....	.....	.....	.....	.....	20
21 Chicago & Erie R. R.	14,532	11,787	2,745	.....	21
22 Chicago & N. Western Ry. Co.	7,207	4,801	2,406	.....	22
23 Chicago & W. Ind. R. R. Co. ....	.....	.....	.....	.....	23
24 C. B. & Q. R. R. Co. ....	.....	.....	.....	.....	24
25 C. B. & Q. Ry. Co.	7,704	4,979	2,725	.....	25
26 Chi., Ind. & St. Louis Ry. Co. ....	.....	.....	.....	.....	26
27 Chi., Lake Shore & Erie Ry. Co.	18,744	10,134	8,610	.....	27
28 Chicago & Kenosha Ry. Co. ....	.....	.....	.....	.....	28
29 Chicago & Southeastern Ry. Co. ....	.....	.....	.....	.....	29
30 Joliet & Blue Island Ry. Co. ....	.....	.....	.....	.....	30
31 Chicago, Mil. & St. Paul Ry. Co.	19,357	10,570	8,787	.....	31
32 Chi., Peoria & St. Louis Ry. Co. of Ill.	6,002	5,516	486	.....	32
33 Alton Terminal Ry. Co. ....	.....	.....	.....	.....	33
34 Litchfield & Madison Ry. Co. ....	.....	.....	.....	.....	34
35 Chicago, Peoria & Western Ry. Co. ....	.....	.....	.....	.....	35
36 Chicago, Rock Island & Pacific Ry. Co.	22,006	13,677	8,329	.....	36
37 Peoria & Bureau Valley R. R. Co. ....	.....	.....	.....	.....	37
38 C. W. P. & So. Ry. Co. (The)	27,584	18,530	9,054	.....	38
39 Cinn., Hamilton & Dayton Ry. Co. ....	.....	.....	.....	.....	39
40 Cinn., Ind. & Western Ry. Co.	5,668	4,305	1,363	.....	40
41 C. C. & St. L. Ry. Co.	11,152	8,560	2,592	.....	41
42 C., I. & St. L. Short Line Ry. Co. ....	.....	.....	.....	.....	42

Steam Railroads—Continued.

	1	2	3	4	5	
	NAME OF COMPANY.	Gross earnings from operation per mile of road (including track-age rights).....	Operating expenses per mile of road (including trackage rights).....	Net earnings per mile of road (including track-age rights).....	Net loss per mile of road (including trackage rights).....	
		<i>Dol.</i>	<i>Dol.</i>	<i>Dol.</i>	<i>Dol.</i>	
43	Kankakee & Seneca Ry. Co.	1,666	1,766		100	43
44	Peoria & Eastern Ry. Co.	8,780	6,806	1,954		44
45	Davenport, Rock Island & Northw'n Ry. Co.	2,971	2,523	448		45
46	East St. Louis Connecting Ry. Co.	354,172	301,856	52,316		46
47	Elgin, Joliet & Eastern Ry. Co.	10,379	6,822	3,557		47
48	Fulton County Narrow Gauge Ry. Co.	1,077	982	95		48
49	Fulton County Extension Ry. Co.					49
50	Grand Trunk & Western Ry. Co.	15,445	15,285	160		50
51	Grand Trunk Junction Ry. Co.					51
52	Galesburg & Great Eastern R. R. Co.	1,242	1,089	153		52
53	Illinois Central R. R. Co.	12,800	8,595	4,205		53
54	Blue Island R. R. Co.					54
55	Chicago & Illinois Southern R. R. Co.					55
56	Illinois & Indiana R. R. Co.					56
57	Peoria, Decatur & Mattoon R. R. Co.					57
58	South Chicago R. R. Co.					58
59	St. Charles Air Line					59
60	Illinois Northern Ry. Co.	17,507	15,805	1,702		60
61	International Harvester Co.					61
62	Illinois Southern Ry. Co.	2,164	1,157	1,007		62
63	Illinois Terminal R. R. Co.	8,302	5,028	3,274		63
64	Illinois Valley Belt R. R. Co.					64
65	Illinois, Iowa & Minnesota Ry. Co.	17,562	15,854	1,708		65
66	Indiana, Illinois & Iowa R. R. Co. (The)	6,912	5,333	1,579		66
67	Iowa Central Ry. Co.	7,203	5,520	1,683		67
68	Jacksonville & St. Louis Ry.	2,296	3,299		303	68
69	Lake Erie & Western R. R. Co.	6,816	5,033	1,783		69
70	Lake Shore & Michigan Southern Ry. Co.	62,536	48,938	13,598		70
71	LaSalle & Bureau County Ry. Co.	3,918	2,353	1,565		71
72	Louisville & Nashville R. R. Co.	10,596	7,041	3,555		72
73	Macoupin County Railway Co.					73
74	Michigan Central R. R. Co.	13,628	12,411	1,217		74
75	Joliet & Northern Indiana R. R. Co.					75
76	Terminal R. R. Co.					76
77	Mobile & Ohio R. R. Co. (The)	9,728	9,133	595		77
78	St. Louis & Cairo R. R. Co.					78
79	New York, Chi. & St. Louis R. R. Co. (The)	6,200	5,383	817		79
80	Chicago & State Line R. R. Co. (The)					80
81	Pawnee R. R. Co.	3,736	1,970	1,766		81
82	Pennsylvania R. R. Co.	26,814	57,135		30,321	82
83	Pittsburg, Ft. Wayne & Chicago Ry. Co.					83
84	S. Chicago & Southern R. R. Co. (The)					84
85	Pitts., Cin., Chi. & St. Louis Ry. Co.	24,329	28,100		3,780	85
86	Englewood Con. Ry. Co.					86
87	Peoria & Pekin Union Ry. Co.	49,443	35,061	14,382		87
88	Quincy, Carrollton & St. Louis Ry.	750	692	58		88
89	Quincy, Omaha & Kansas City R. R. Co.	3,208	2,791	417		89
90	St. C., M. & St. L. Belt R. R. Co.	14,285	14,072	213		90
91	St. Louis Merchants Bridge Term. Ry. Co.	88,041	51,969	33,072		91
92	Granite City & Mad. B. L. R. R. Co.					92
93	Mad., Ill. & St. Louis Ry. Co.					93
94	St. Louis Mer. Bridge Co.					94
95	St. Louis, Bell. & Southern Ry. Co.	1,965	581	1,384		95
96	St. Louis, Iron Mt. & Southern Ry. Co.	3,184	3,390		206	96
97	Herrin Ry.					97
98	St. Louis, Troy & Eastern R. R. Co.	21,498	7,178	14,320		98
99	Southern Ry. Co.	8,051	6,798	1,253		99

Steam Railroads—Concluded.

	1	2	3	4	5	
	NAME OF COMPANY.	Gross earnings from operation per mile of road (including track-age rights).....	Operating expenses per mile of road (including trackage rights).....	Net earnings per mile of road (including track-age rights).....	Net loss per mile of road (including trackage rights).....	
		<i>Dol.</i>	<i>Dol.</i>	<i>Dol.</i>	<i>Dol.</i>	
100	Terminal Railroad Association of St. Louis.....	717,589	360,329	357,260		100
101	East St. Louis Belt R. R. Co.....					101
102	East St. Louis & Carondelet Ry. Co.....					102
103	Illinois Transfer R. R. Co.....					103
104	St. Louis Bridge Co.....					104
105	Terminal R. R. Co. of East St. Louis.....					105
106	Terre Haute & Ind. R. R. Co.....	9,954	7,848	2,106		106
107	St. Louis, V. & T. H. R. R. Co. (The).....					107
108	Terre Haute & Peoria R. R. Co.....					108
109	Toluca, Marquette & Northern R. R. Co.....	3,170	1,508	1,662		109
110	Toledo, Peoria & Western Ry. Co.....	5,271	4,148	1,123		110
111	Toledo, St. Louis & Western R. R. Co.....	7,413	5,382	2,031		111
112	Wabash R. R. Co.....	9,209	7,410	1,799		112
113	Hannibal Bridge Co.....					113
114	Louisiana & Pike County R. R. Co.....					114
115	W., C. & W. R. R. Co. (The).....	1,793	1,328	465		115
116	W. & M. Valley Ry. Co.....	11,881	9,388	2,493		116
117	American Steel & Wire Co.....					117
118	Wisconsin Central Ry. Co.....	11,154	5,967	5,187		118
	Total.....	10,986	7,608	3,378		

The following is a comparison of the dividends paid ending with the fiscal years as of June 30, 1903 and 1904, respectively:

NAME OF COMPANY.	1903	1904		
	Amount.	Amount.	Per cent on common stock.	Per cent on preferred stock.
A., T. & S. F. Ry. Co.....	\$9,786,910	\$9,786,910	4	5
B. & O. R. R. Co.....	8,385,241	6,885,241	4	2
Belt Ry. Co. of Chicago.....	96,000	96,000	8	
Chicago & Gt. West Ry. Co.....	1,594,313	1,329,286		4 and 2½
Chicago Junction Ry. Co.....	132,000	132,000		6
Union Stock Yds & T. Co.....		896,627		
C. & A. Ry. Co. (The).....	781,760	940,310	7	4 and 7
C. & A. R. R. Co. (The).....				
J. & C. R. R. Co. (The).....				

Comparison of Dividends Paid—Concluded.

NAME OF COMPANY.	1903	1904		
	Amount.	Amount.	Per cent on common stock.	Per cent on preferred stock.
C. & E. I. R. R. Co.	\$1,173,586	\$ 987,266	6 and 10	6
C. & N. W. Ry. Co.	4,852,014	5,174,924	7	8
C. & W. I. R. R. Co.	300,000	300,000	6	
C. B. & Q. Ry. Co.				
C. B. & Q. R. R. Co.	7,758,455	7,758,737	7	
C. M. & St. P. Ry. Co.	7,655,676	7,418,481	7	7
C. P. & St. L. Ry. Co. of Ill.				
Alton Term. Ry. Co.		1,000	2	
C. R. I. & P. Ry. Co.	5,618,658	5,985,080	8	
P. & B. V. R. R. Co.	135,000	120,000	8	
R. I. & P. Ry. Co.	90,000			
C. W. P. & S. Ry. Co. (The)	5,000			
C. & W. I. Ry. Co.		167,322	2.35	
C. C. & St. L. Ry. Co.	1,645,268	1,645,268	5	4
E. J. & E. Ry. Co.	240,000	240,000	4	
Illinois Central R. R. Co.	5,702,400	5,702,400	6	
St. L., A. & T. H. R. R. Co.	938			
I. I. & I. R. R. Co. (The)	200,000	100,000	2	
L. E. & W. R. R. Co.	473,600	355,200		3
L. S. & M. S. Ry. Co.	3,516,005	4,010,670	12	10
L. & B. C. R. R. Co.		5,000	8	
L. & N. R. R. Co.	3,000,000	3,000,000	5	
Mich. Cent. R. R. Co.	1,097,040	916,867	4	
J. & N. I. R. R. Co.	15,000	15,000	2	
M. & O. R. R. Co.	107,412	121,412	5	
St. L. & C. R. R. Co.	97,500	97,500	1½	
N. Y., C. & St. L. Ry. Co.	580,000	580,000		5 and 3
Pennsylvania Co.	1,200,000	1,600,000	4	
P., Ft. W. & C. Ry. Co.	3,037,511	3,203,059	7	7
S. C. & S. R. R. Co. (The)	33,700			
P. C., C. & St. L. Ry. Co.	1,651,222	1,651,414	3	4
E. C. Ry. Co.	5,952			
P. & P. U. Ry. Co.	40,000			
St. L., T. & E. R. R. Co.	43,750	43,750	12½	
St. L., I. M. & S. Ry. Co.	2,578,831	2,578,832	10	
Southern Ry. Co.	3,000,000	3,000,000		5
Term. R. R. A. of St. L.				
St. L. Bridge Co.	239,400	239,400		6 and 3
Wabash R. R. Co.				
Hannibal Bridge Co.	68,000	68,000	8	
L. & P. C. R. R. Co.	735	739		
W. & M. V. R. R. Co.	6,000			
Total	\$76,944,877	\$76,654,675	5.03	5.01
Increase		\$290,202		

Statement showing dividends paid, and items of surpluses as reported to the Railroad and Warehouse Commission for the year ending June 30, 1904.

Table "A" shows the total amount of dividend paid by each road, the rate per cent and the amount placed to surplus for 1904 in Illinois and the total surplus in Illinois apportioned to Illinois. Where the data pertaining to Illinois is incomplete, it is given for the entire line under table "B."

TABLE "A"—ILLINOIS.

NAME OF COMPANY.	Dividends paid in Illinois.	Rate per cent.		Surplus for year ending June 30, 1904.	Total Surplus in Illinois.
		Common.	Preferred.		
A. T. & S. F. Ry. Co.	\$ 341,563	4	5	\$1,334,706	\$3,408,560
B. & O. R. R. Co.	913,622	4	4		
C. Gt. Ry. Co.	270,688	.....	4&5	124,686	368,508
C. & A. Ry. Co.	752,248	7	4&7	98,079	
C. & E. I. R. R. Co.	580,856	6&10	6	646,896	2,456,220
C. & N. W. Ry. Co.	478,787	7	8	20,800	1,017,476
C. B. & Q. R. R. Co.	1,349,020	7		732,922	
C. L. S. & E. Ry. Co.		.....		534,365	
C. M. & St. P. Ry. Co.	428,788	7	7	2,632,837	
C. R. I. & P. Ry. Co.	388,036	8		2,151,316	
C. I. & W. Ry. Co.	86,579	2.35			
C. C. C. & St. L. Ry. Co.	419,543	5	4&6	60,284	
E. J. & E. Ry. Co.	190,296	4		66,206	1,340,131
I. C. R. R. Co.	5,309,505	6			
Illinois Southern Ry. Co.				2,429	
Illinois Terminal R. R. Co.				32,425	69,709
I. I. & I. R. R. Co.	58,246		2	9,723	
Iowa Central Ry. Co.				47,016	582,857
L. E. & W. R. R. Co.	59,283		3	20,021	141,392
L. S. & M. S. Ry. Co.	63,369	8		16,558	328,877
LaSalle & Bureau Co. R. R. Co.	6,000	12		3,084	31,961
L. & N. R. R. Co.	15,630	5		325,263	
M. C. R. R. Co.	1,764	4		20,317	
St. L. & C. R. R. Co.	97,500	1.5			93,034
N. Y. C. & St. L. R. R. Co.	8,584		3&5		
Pawnee R. R. Co.				14,279	15,288
Penn. Co.	33,600	4			
P. C. C. & St. L. Ry. Co.	549	3		301,481	
St. L. T. & E. R. R. Co.	43,750	12.5	4	218,852	469,199
Southern Ry. Co.	95,400				
T. M. & N. R. R. Co.				5,219	12,953
T. St. L. & W. R. R. Co.				98,674	232,142
Wabash R. R. Co.	719			17,070	208,684
Wisconsin Central Ry. Co.				158,124	631,171

TABLE "B"—WHOLE LINE.

NAME OF COMPANY.	Dividends paid—whole line.	Rate per cent.		Surplus for year ending June 30, 1904.	Total Surplus—whole line.
		Common.	Preferred.		
B. & O. R. R. Co.	\$9,370,482	4&4	.....	\$ 5,506,647	\$ 7,311,956
C. R. I. & P. Ry. Co.	5,985,060	8	.....	16,516,209	22,343,955
I. C. R. R. Co.	5,702,400	6	.....	4,339,147	4,386,727
L. & N. R. R. Co.	3,000,000	5	.....	3,688,387	11,684,424
M. C. R. R. Co.	916,867	4	.....	230,327	8,093,406
M. & O. R. R. Co.	121,412	2	.....	1,055,825	1,273,703
Penn. Co.	1,600,000	4	.....	533,012	7,092,180
P. C. C. & St. L. Ry. Co.	1,651,414	3	4		3,952,928
Southern Ry. Co.	3,000,000		5	406,593	6,162,898
T. H. & I. R. R. Co.				292,372	1,881,794

NOTE.—For dividends paid and surplus amounts covering "Whole Line" of other roads, see annual report of Railroad and Warehouse Commission for year ending June 30, 1904, pages 102 to 107, inclusive.

COMPARATIVE INCOME OF RAILROADS, 1904.

Illinois, 11,529 miles—gross income.....	\$ 139,749,392
Ohio, 8,933 miles—gross income.....	116,923,167
Iowa, 9,800 miles—gross income.....	57,892,095
United States, 209,002 miles—gross income.....	2,067,420,505

GROSS INCOME PER MILE OF MAIN LINE.

Illinois, 11,529 miles.....	\$12,121
Ohio, 8,933 miles.....	12,977
Iowa, 9,800 miles.....	5,886
Michigan, 8,240 miles.....	7,978
United States, 209,002 miles.....	9,890

EARNINGS.

GROSS EARNINGS FROM OPERATION.

Illinois, 11,529 miles.....	\$ 133,092,165
Ohio, 8,933 miles.....	113,648,356
Iowa, 9,800 miles.....	56,606,526
United States, 209,002 miles.....	1,966,633,821

GROSS EARNINGS PER MILE FROM OPERATION.

Illinois.....	\$11,544
Ohio.....	12,722
Iowa.....	5,776
United States.....	9,410

OPERATING EXPENSES.

Illinois.....	\$ 92,163,681
Ohio.....	85,859,938
Iowa.....	42,694,060
United States.....	1,332,382,948

OPERATING EXPENSES PER MILE.

Illinois.....	\$7,994
Ohio.....	9,611
Iowa.....	4,356
Michigan.....	5,849
United States.....	6,375

NET INCOME PER MILE.

Illinois, from total income.....	\$4,127
Ohio, from total income.....	3,906
Iowa, from total income.....	1,529
Michigan, from total income.....	2,129
United States, from total income.....	3,515

NET EARNINGS PER MILE FROM OPERATION.

Illinois.....	\$3,550
Ohio.....	3,111
Iowa.....	1,420
United States.....	3,035

Statement from Poor's Manual introduced in evidence showing the financial operation and condition of certain roads therein named.

C. & E. I. Ry. Co.

Poor's Manual for 1904, page 526.

Net income.....	\$3,784,059
Six per cent on common stock.....	433,068
Six per cent on preferred stock.....	409,842
Balance surplus.....	\$341,154
Betterments.....	
New construction } to income.....	289,971

Dividend paid..... $\frac{\$631,125}{6} = \frac{8\frac{3}{4}}{\text{per cent.}}$

14 $\frac{3}{4}$ per cent on common stock.

This company is leased to the St. L. & S. F. at 6% on the preferred stock and 10 on the common stock, with the right to purchase (see page 512, section 4) viz.: \$150.00 per share for preferred stock and \$250.00 per share for the common stock, in stock trust certificates.

This company does not exact the Illinois distance tariff rates, their class rates from Chicago to Danville, Ill., being as follows:

NOTE—Rate charged by Illinois railroad schedule.

1	2	3	4	5	6	7	8	9	10
30 42.77	25 33.37	20 26.33	13.5 20.68	12.5 16.55	10.5 13.54	10 12.41	9 9.78	7.8 7.80	7 7.03

C. B. & Q. Ry. Co.

Oct. 1, 1901—All the property of the C., B. & Q. R. R. Co., was leased to the C., B. & Q. Ry. Co. for ninety-nine years from Sept. 30, 1901.

The lessee assumes all contracts and obligations of the railroad company and agrees to pay as rental—

(a) The interest on all outstanding bonds and on such additional bonds as may be issued during the term of the lease.

(b) Sinking funds.

(c) Taxes.

(d) Quarterly dividends at the rate of 7% per annum on the capital stock. (Poor's 1903, page 337.)

For the year ending June 30, 1903, the railway company, after paying all operating expenses, taxes, interest rentals, sinking funds and other charges had a net profit of \$13,388,967.74. They paid 7% dividends on \$110,839,100.00 capital stock and had a surplus for the year of \$5,630,512.49. The railroad therefore earned substantially 12% on its capital stock. The surplus of \$5,630,512.49 went into the Northern Securities Co., that company owning nearly all of the stock of the railroad company, capitalizing it at about \$200.00 per share in the security company.

This company reports a surplus of \$25,415,533.81 to June 30, 1903. (See Poor's Manual for 1903, pages 337, 338 and 339.)

NOTE—On March 1, 1904, the company borrowed \$5,000,000.00 for nine months at 5% and in May issued \$5,992,000.00 Ill. Div. 4% bonds and \$9,775,000.00 Ill. Div. 3½% bonds.

Was this \$16,000,000.00 spent on Illinois lines, we think not, yet it is charged to us.

C. & N. W. Ry. Co.

Poor's Manual 1904, Page 328.

1900.

Preferred stock.....	\$22,398,955	Paid 7 per cent.....	\$1,567,650
Common stock.....	41,448,366	Paid 6 per cent.....	2,346,744
Total paid in dividends.....			\$3,914,394
Construction expenditures charged against income in 1900 (for convenience).....			\$4,542,041
Surplus.....			1,606,119
Total.....			\$6,147,160
\$6,147,160 is 15 per cent on common stock, plus 6 per cent paid, is 21 per cent on common stock.			

1901.

Preferred stock.....	\$22,398,955	Paid 7 per cent.....	\$1,567,560
Common stock.....	41,448,366	Paid 6 per cent.....	2,346,744
Total paid in dividends.....			\$3,914,304

Construction expenditures charged against income for 1901 (for convenience).....	\$4,169,526
Surplus.....	1,737,367

Total.....	\$5,906,893
\$5,906,893 is 14¼ per cent on common stock, plus 6 per cent paid on common stock, is 20¼ on common stock.	

1902.

Preferred stock.....	\$22,398,955	Paid 8 per cent.....	\$1,791,600
Common stock.....	41,448,366	Paid 7 per cent.....	2,737,868

Total paid in dividends.....	\$1,529,468
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Construction expenditures charged against income for 1902 (for convenience).....	\$4,697,055
Surplus.....	1,348,302

Total.....	\$6,045,357
\$6,045,357 is 14½ per cent on common stock, plus 7 per cent paid, is 21½ per cent on common stock.	

1903.

Dividend on preferred stock, 8 per cent.....	\$1,791,600
Dividend on common stock, 7 per cent.....	*3,030,414

Total paid in dividends.....	\$4,822,014
------------------------------	-------------

Construction expenditures charged against income for 1903 (for convenience).....	\$5,013,418
Surplus.....	523,830

Total.....	\$5,537,248
\$5,537,248 is 11 per cent on common stock, plus 7 per cent paid, is 18 per cent on common stock.	

*Common stock was increased \$9,228,110 during 1902-03.

CHICAGO, MILWAUKEE & ST. PAUL RY.

Poor's Manual 1903, Pages 363-365.

June 30, 1902.

Dividends paid—	
7 per cent on common stock outstanding, of.....	\$38,183,900 00
7 per cent on preferred stock outstanding, of.....	46,682,400 00
Note 11, page 365.	

RENEWAL AND IMPROVEMENT FUND.

(Created during the year ending 1896, to provide for track elevation in Chicago, and other extraordinary expenses.)

Charged to operating expenses account of this fund, to June 30, 1902.....	\$8,810,000 00
Interest received on balances.....	306,014 00

Total.....	\$9,116,014 00
------------	----------------

This amount was expended as follows:

For track elevation in Chicago.....	\$ 828,390 61
Third and fourth main tracks.....	147,224 45
Reducing grades and improvements.....	2,144,632 25
Escanaba docks, etc.....	618,553 84
Change of line at Redfield, S. D.....	24,729 48
Change of gauge.....	200,018 44
Menominee Valley connection.....	17,778 28
Replacement of bridges.....	458,457 67

Total.....	\$4,435,785 02
Balance unexpended.....	4,680,229 07
	<u>9,116,014 09</u>

This company reports in Poor's Manual, 1903, page 1540:

Net income, June 30, 1902, to June 30, 1903.....	\$16,574,593 94
Payments, interest.....	\$6,101,335 00
Dividends.....	3,694,435 50
	<u>9,795,770 50</u>

Balance for the year.....	<u>\$6,778,823 44</u>
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Surplus for credit balance June 30, 1902.....	\$20,682,068 44
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ILLINOIS CENTRAL R. R.

Poor's Manual, 1904, Pages 398-1545.

1902-3.

Total net income.....		\$18,811,341 39
Interest.....	\$3,049,740 00	
Taxes.....	1,882,072 05	
Rentals.....	3,170,136 21	
		8,081,948 26
Net profit for year.....		\$10,729,393 13
Surplus dividend fund brought forward.....		1,132,446 92
Total amount available for dividend.....		\$11,861,840 05
*Now this is equivalent to 13¼ per cent on capital stock of \$79,200,000 Illinois Central, and \$10,000,000 leased line stock outstanding June 30, 1902.		
Now what was done with this money—		
6 per cent dividends.....	\$5,702,400 00	
Set apart for sinking fund 5 per cent bonds due April 1, 1903.....	100,000 00	
Betterments.....	4,881,253 00	
Surplus dividend fund.....	1,178,186 00	
		\$11,861,839 00
The company increased its capital stock \$15,840,000 during 1902-3.		

Poor's Manual, 1904, Page 1410.

1903-4

Net earnings.....	\$14,037,884 00	
Other income.....	2,716,549 00	
		\$16,765,433 00
Payments—		
Interest.....	\$3,481,825 00	
Rentals.....	2,464,250 00	
Taxes.....	1,942,431 00	
6 per cent dividends.....	5,702,400 00	
		13,590,906 00
Balance net profit.....		\$3,163,527 00
This is equal to 3¼, plus 6 per cent paid, equals 9¼ per cent earned in 1903-4.		
This amount was spent as follows—		
Betterments.....	*\$2,579,329 00	
Advanced Duluth & Sioux City Ry.....	536,619 00	
Surplus.....	47,579 00	
		\$3,163,527 00

Capital stock increased Aug. 29, 1902, by \$15,840,000, for purpose of paying for constructing, completing, of improving the lines of the Illinois Central Railway Company, making total capital stock of \$95,040,000—(Page 378 Poor's 1904.)

*All charged to Illinois. (See Illinois Railway and Warehouse Commissioners' Report, page 125.)

C., R. I. & P. R. R.

The C., R. I. & P. R. R. controls the C., R. I. & P. Ry. Co. (Poor's Manual 1904, page 757.) On July 31, 1902, the C., R. I. & P. R. R. Co. offered the stockholders of the railway company for each share of their capital stock, \$100 of its 4% 100-year bonds, \$70 in preferred stock of the Rock Island Company, (a New Jersey corporation organized July 31, 1902) and \$100 in common stock of the same company, i. e. Rock Island Company—\$270 shares (page 632 of Poor's Manual of 1902).

Now we have the Chicago, Rock Island & Pacific Ry. Co., The Chicago, Rock Island & Pacific Railroad Co., sometimes called the Rock Island System, and last but not least the Rock Island Company.

It seems clear, the C., R. I. & P. Ry. Company the real tangible thing, must or is expected to earn and pay on each original share of \$100 capital stock, the following 4% on \$100 bonds, dividends on \$70 preferred stock, and \$100 common stock.

June 30, 1903.

Net earnings.....	\$17,868,541 63
<i>Paid</i> —Taxes.....	\$1,336,692 84
Rent.....	1,212,189 79
Interest.....	6,128,840 09
Dividends.....	5,680,539 87= 8 per cent dividend.
Surplus.....	3,890,262 16= 5¼ per cent.
	\$18,243,524 63 13¼ per cent earned.
Less amount paid for dividend from Stockholders Im-	
provement loan account.....	374,983 00
	\$17,868,541 63

POPULATION 1903.

Iowa (9,800 miles) 2,336,484; population per mile of railway.....	238
Ohio (8,933 miles) 4,302,860; population per mile of railway.....	481
Indiana (6,800 miles), 2,614,223; population per mile of railway.....	384
Illinois (11,529 miles) 5,117,036; population per mile of railway.....	443
Michigan (8,240 miles) 2,510,647; population per mile of railway.....	305

NAME OF ROAD.	Miles in Illinois.	Earnings.	Operating expenses.	Per cent of operation to earnings.
Erie R. R.....		\$290,496	\$ 235,629	81
Grand Trunk Ry.....	26	471,697	467,105	99
Michigan Cenral R. R.....	45	807,209	735,123	91.7
N. Y. C. & St. L R. R.....	10	116,932	101,518	86.8
Penn. Company.....	31	831,249	1,772,444	213
Pan Handle Ry.....	30	738,144	852,832	115.5
L. S. & M. S. Ry.....	14	876,753	686,112	78.3
		\$4,132,780	\$4,850,763	.....

This shows a deficit of \$717,983.

If these roads had been operated at 69.2 per cent, the same as the other roads in Illinois, there would have been a surplus of \$128,092, which added to the deficit, would make a difference in operation of \$846,075.

The record shows that terminal charges are not distributed to whole line but charged entirely to Illinois mileage. The Pennsylvania company reports a deficit in Illinois of \$1,174,731.86. Making a computation on train mileage basis, which distributes terminal charges over the entire system where they belong, we get:

Gross earnings.....	\$853,053 00
Operating expenses.....	118,669 00
Income from operation.....	\$734,984 00
Income from property.....	174,841 00
Total income.....	\$909,825 00
Less fixed charges.....	344,004 00
Net income.....	\$565,821 00

331 W. H. Eubanks, re-called. The witness testifies as to the amount of capital stock both common and preferred, reported to the Board of Equalization by the various railroads in Illinois, and also the amount apportioned by the railroads to the State of Illinois. Witness also reads from reports made to the State Board of Equalization the items of fair cash value of all of the tangible property of said railroads in this State.

339 In ascertaining the amount of the capital stock apportioned to Illinois, per mile, I divided the value of the capital stock shown in Illinois by the number of mile of railroad.

343 Auditor's report for years 1902, 1903 and 1904 introduced in evidence.

- 345 In 1902 there were two terminal roads in Chicago assessed on capital stock, outside of that the railroads in Illinois were not assessed on their capital stock, the tangible property, according to the returns of said railroad, equaling the amount of the capital stock per mile.
- 349 As to 1903 the same answer would apply, that there was no assessment made on the capital stock of the railroads in Illinois.
- 350 (Note: See preliminary report. income account of railroads of the United States for 1904, as prepared by the Interstate Commerce Commission.)
- 352 Frank G. Ewald, cross-examination as to his testimony on the question of dividends.
- 353 Leave granted to amend pleadings.

ABSTRACT OF EVIDENCE OFFERED ON PART OF DEFENDANTS.

355 Mr. Brown—It has been currently reported, and I understand, though I have not seen the circular, that a circular was issued by one of the parties to this proceeding, stating that the railroads had offered, consented to and were willing to agree that this commission might make a reduction of 25 per cent of the rates in this State, and I think it is due to ourselves to contradict it. I ask permission to introduce a witness to show that no such proposition was made.

365 W. B. Hamblin, General Freight Agent of the C., B. & Q. Railroad.
Examined in chief by Mr. Dawes.

I was at one time chairman of a committee of traffic men of the roads represented here as defendants, to negotiate an adjustment or settlement of these rate questions with a committee of shippers. This committee met in Chicago early in 1902. We submitted a proposition to the shippers' committee as follows—I have a memorandum of it:

“Memorandum: Iowa scale up to 75 miles; grade between 75 and 100 miles to reach the present Illinois scale, western classification to be the official classification for Illinois.”

There was no proposition submitted at any time by that committee for a direct reduction of rates of 20 per cent or any other per cent. This proposition when applied to the traffic in Illinois would not make any reduction. On short distances it does make a reduction, but when applied to the traffic of the State, it advances the rates.

Cross-examination by Mr. Hamlin.

Q. Now, then, you, in the goodness of your heart, made them a proposition that you knew would advance the rates, didn't you?

A. They—

Q. Answer that question now.

A. Yes, sir, we did, but this—they took it under advisement between them and when they came back there two or three weeks afterwards they rejected it.

Q. But you knew when you made that proposition as the last one, that you were making them a proposition that would advance the rates?

A. Well, that—

Q. Answer yes or no.

A. I felt certain—

Q. Hold on, Mr. Hamblin, answer that yes or no. Now, didn't you—isn't that the fact about it?

A. I knew that it would advance some of them.

Q. Oh, some of them?

A. Yes, sir.

Q. Didn't you say a moment ago that you knew it would advance rates, in answer to Mr. Dawes?

A. Yes, sir.

387 Samuel J. Cooke, examined in chief by Mr. Brown. I am general freight agent of the C. & E. I. Railroad.

389 The rates that Mr. Barlow gave in his testimony are substantially correct; there are one or two slight differences. But the rates are substantially as he gave them.

You will recollect comparisons were drawn between the rates for example from Detroit to Mt. Vernon, and Chicago to the same point. I have here a tabulation of rates that shows, first, our own class rates, that is the class rates that we voluntarily made ourselves from Chicago to Mt. Vernon.

390 In addition to those rates being lower than the maximum rates, we have a number of commodity rates. There are sixty or seventy items. The Illinois Commissioners' schedule is higher than these commodity rates as follows:

Axes 26 per cent; canned goods, 44.5 per cent; coffee, 17 per cent; crackers, 44.5 per cent; grindstones, 44.5 per cent; pickles, 44.5 per cent; sugar, 17 per cent; vinegar, 44.5 per cent; bar iron, 166 per cent, etc., etc.

The Illinois distance tariff is from 8 to 14 per cent higher than the regular class rates made by the C. & E. I.

392 These commodity rates are made because, being a Chicago line and Mt. Vernon being a station on our line, it is natural we should want to build up the trade between those two points, for example, Detroit.

Cross examination by Mr. Hamlin:

393 Those interstate rates—that is from points in Michigan and C. & E. I. does not receive as high a rate of returns as its proportion of such interstate from Detroit through Chicago to Mt. Vernon, as is charged on commodity rates from Chicago to Mt. Vernon. In other words, all above commodity rates are higher than we receive as our proportion on same business from Detroit via Chicago. These rates are lower than the Illinois distance tariff in order to permit Illinois business interests to compete with outside cities.

401 If a shipment was to be made from Peoria to Mt. Vernon, for instance, in the absence of a joint agreement the Peoria line might come to us and say "We have got this shipment to move, what rate will you accept from your junction point to Mt. Vernon?" It is quite possible that we should quote less than Commissioners' rate, unless we did, if the shipment moved without any previous arrangement being made, there would be nothing else but the two agents would bill it at the sum of the two locals. The arrangement is usually embodied in a tariff, or by special agreement, and that is almost invariably less than the sum of the two locals. In making these commodity rates to Mt. Vernon we don't mean to say that the Illinois tariff is too high throughout the State. It is particular competition to meet in a certain locality, certain district, which does not exist in another. We are simply meeting these competitive conditions as we find them.

410 Harry Gower, examined in chief by Mr. Brown.

Am Assistant Traffic Manager of the Rock Island & Pacific. The rates from Cincinnati, Indianapolis and Detroit to Illinois points are made by eastern lines. While these rates are very low, we either have to participate in them or stay out of the business.

412 We have always endeavored to keep our jobbers at Rock Island and manufacturers on the same favorable basis as any other jobber or manufacturer on the Mississippi river. So we adopt practically at Rock Island the same rates that are made by the Pennsylvania into Burlington. That brings us into intermediate territory east of Rock Island. These are class and commodity rates and are lower than the Illinois distance tariff.

Q. Do you allow any of the roads to put in a lower rate than you do to those points in your territory?

A. Not if we know it.

Q. If you know it, do you meet that competition?

A. That is, if they put in a rate to Peoria, it will be the maximum for our territory from Chicago. If they (eastern lines) put in a rate from Chicago, we make the rate as low from Chicago as from any eastern point. We have done that always.

415 We rather object to the contemplated reduction all over the State on account of some sore spots in the southern part of the State. In other words, we object to taking physic because our neighbors have got the stomach ache.

CROSS-EXAMINATION BY MR. HAMLIN.

We have some cases where we are carrying over our lines at lower rates than fixed by the Illinois distance tariff. I don't think the majority of stuff that we carry is carried at lower rates.

418 We have on our line commodity rates. We have them from Chicago to points on our line in Illinois. We have them on hardware, lumber, soap, grain, flour, all iron articles—I cannot remember them all; paper, straw, hay, agricultural implements.

419 These are all lower than the Illinois distance tariff

420 Our commodity rates are higher than the commodities on the north and south road because we do not run against competitive interstate conditions in our territory. Our rates from Chicago to Peoria are less than the Illinois distance tariff on account of the low rates made from the east. It is true generally that in order to encourage manufacture of materials entering into manufactories located on our line that we give specially low rates.

421 On the outbound stuff from those factories we charge whatever the tariff is; they were always lower than the Illinois distance tariff.

423 Deere & Co., as well as the Moline Plow Co., in joint rates get a rate that is lower than the Illinois distance tariff. Over lines where the business initiates at Moline and terminates at an Illinois point passing over our line and another line we make a joint rate which is less than a combination of locals. I don't think it is as much as 25 per cent. I say that simply because I would not say that a reduction as big as that is necessary.

424 We like to get all we can out of it. We make less rates than the Illinois distance tariff to Peoria on the classes, that is between Peoria and Chicago, to meet the outside competition. We join or participate in the through rates from the east to the west.

427 A large percentage of rates on freight originating on the Pennsylvania system passing over their line and over our line to points in Illinois is on a rate in which the Rock Island is as much a party as the Pennsylvania. The same is true as to the Vanderbilt system.

428 We are parties to that rate.

W. B. Hamblin called on behalf of respondents, and examined in chief by Mr. Dawes.

430 I am general freight agent of the C., B. & Q. Ry. Co. A reduction of ten per cent in rates on Illinois business would wipe out our surplus, and a reduction of 25 per cent on Illinois earnings of the "Q" in Illinois would wipe out the dividends, and surplus practically.

Witness testified as to increased cost of material, increased wages, etc.

435 If the rate was reduced on hats and caps, boots and shoes, and dry goods,

I don't see that the consumer would come in on that at all. If he did it would be a fraction of a cent, that is, if it was prorated. Take nails: The reduction that is asked for would be four or five cents per hundred pounds; now the man that used that keg of nails would save four or five cents.

437 We participate or join in through rates with eastern lines to Illinois points.

439 On business going beyond the Mississippi river we join in through rates to make the same rates through our crossings that prevail through St. Louis, and we have no control over the rate to St. Louis. That rate is made by the eastern line. We join the eastern roads in making the same rates to the same points from the east to Keokuk and Burlington.

Q. Now, does that militate against the interests of Chicago?

440 A. It militates against the interests of Chicago to the extent, that is if those rates were not there, they would probably do all of the business in the State of Illinois, and the manufacturers and grocers, or retailers, or manufacturers, and wholesalers in the interior of the State of Illinois, could not do any business at all.

444 I take coal as the barometer of good or poor times in the State of Illinois.

I take iron as the barometer for the whole country. We are 135,000 tons short on our coal shipments from the first of January to the first of June this year, as compared with the same months of last year. The effect of a reduction in rates will certainly reduce our purchases quite materially.

445 It will compel the laying off of a great number of employes. It will cause a reduction in wages of the employes that remain, and I don't know what else would happen. It would be a question of bankruptcy, that is all. As to the service rendered to the public, it would have to be less expensive than we are giving them now.

447 The commodity rates where they are put in to any great extent, are rates which go to building up the State through its manufacturers in the interior. They are very vital to the C. B. & Q. road because we have a great number, probably a greater number than any other line in the State, and they have been built up with that idea without intentionally or otherwise, doing any injustice to any part, or city, that we serve, and the rates from the east that Mr. Barlow is complaining of, are absolutely necessary for the continuance of those people in business where they are now located. A good many industries have left the interior of Illinois, and located in Chicago with the understanding—

Mr. Hamlin—This is all objected to.

A. With the promise of—

The Chairman—I think we will let him talk a little bit further.

Mr. Dawes—Go ahead.

A. I say, with the idea that Chicago was so much better located for them in getting their in-business and their out-business cheaply, and being handled better than anything else—In any other way—We have suffered quite a good deal by people leaving our line for this purpose.

448 Mr. Dawes—Now, Mr. Hamlin, suppose all the rates north, south, east and west, in Illinois were made on a strictly mileage basis, what condition would that leave the rest of the State in, and what condition would it leave Chicago in?

A. Why, my impression is that Chicago would get very much the worst of it. Now, when we speak about these commodity rates out in the interior, Chicago does a very large proportion of the business. We have special rates from Chicago locally to those particular points.

451 What I wanted to say upon adjournment was, in connection with these, what they call the Central Freight Association scale rules, how they were made, and what kind of a basis they were made upon—I imagine the gentlemen here claim that they were voluntarily put in by the railroad in the Central Freight territory. Now, those rates were established in the first place by the Ohio legislature, or commission, whichever they have over there, as transportation rates only; and that the railroads themselves had the right under that law, to add whatever the cost was for loading and unloading, and for switching to those rates. They are what are called over there minimum rates.

452 Witness refers to certain rates between Richmond, Ind., and Chicago, and East St. Louis, and Peoria, etc., which rates are higher than the C. F. A. scale.

454 That is not very much but I only put these examples in to show that these are not what you would call a scientific basis of rates. They put the minimum down and put the others up as high as you can—But of course they were—the C. F. A. scale was the least rate that was established for a transportation charge by the commission or legislature of the state of Ohio, and they were called the minimum rates for transportation, and then you could add to that whatever you saw fit that you could justify. Well, the railroads themselves could never justify anything more than they are absolutely obliged to put on. They always find the lowest and put it in.

These rates are built up; and the eastern roads are accepting very much less in proportion to their local rate in order to get their commodities into this State, than we are ourselves. They are bearing half or two-thirds of the burden of these low rates, from these other states into Illinois. Now, that is what has built up the State as it is, as a manufacturing state.

These rates were not voluntary, but were compulsory. These eastern rates, or these rates from all the territory in the east is what has built up Illinois. That is, when we take the whole State together.

464 Cross examination by Mr. Hamlin:

469 We carry commodity rates at less than the Illinois distance tariff. Probably on some articles it is 25 per cent less, but not as an average I don't think.

472 I believe that the high tide has been reached on the Burlington road, so far as the movement of tonnage in the State of Illinois is concerned, for the reason, as I have stated, that our coal business is decreasing.

478 Q. I want you to read this statement: You say you furnished some material for this answer. In your answer you say: "In the month of August, 1902, we carried 251,938 tons of freight between points in the State of Illinois, for which we charged \$355,828.98. Had this same freight been charged according to the authorized maximum rates, our charges would have been \$464,617.89. The difference being \$108,788.91, or 23½ per cent." Now, if that statement was true in 1902, is that true in 1904?

A. I should say that it was.

Q. Yes. Your figuring that it would wipe you off the face of the earth on 25 per cent reduction in rates, is based on the earnings of the schedules that you are using.

A. No. I didn't say that.

479 Q. That is true?

A. I said that 25 per cent off the amount we reported as earnings in the State of Illinois, would wipe us out.

480 Referring to general rates the witness says: The general basis of rates as promulgated by the eastern lines was reached by an agreement between themselves and our western lines.

481 That has been so since about 1887 or 1888.

483 Q. Aren't you more interested in the long haul to Denver than you would be, say half way to Denver?

A. We are interested only, that is, first, in getting all of the haul and all of the money we can for the Burlington road.

Q. Yes.

A. In order to do that we have to build up the industries that are located on our lines; and in order to build that up we have to make the rates that will enable the industries in our own territory to compete with industries or manufacturing in the same line of business from the east and from other territory.

Mr. Dawes: That refers to jobbers as well as manufacturers, don't it?

484 A. Yes, sir.

Q. Now, then, applying that principle, which is all right as far as you go, from your standpoint. Apply that principle then, you take a north and south rate, with which you understand the railroad commission has to deal with all railroads doing business in Illinois?

A. Yes, sir.

Q. Then, assuming that to be true, and assuming that you have succeeded, then don't the same rule apply to north and south roads as to building up manufacturers in the interior of the State of Illinois, or along their lines where they operate in Illinois?

A. We think they ought to do it

Q. Yes, so do I. And if they don't you think the schedule of rates ought to be such as would compel them to do it, if they would not do it voluntarily.

486 I was going to suggest that the Burlington road are not selfish in the rates for which they apply in applying them to their own territory. Now, we join, for instance, in Decatur rates, to all of the territory to and west of the Mississippi river—we make Chicago rates to Decatur in connection with our line, and out of Decatur to all of that territory up there, and we take a good deal less for our share from Chicago on whatever tariff we receive that business than we do from Chicago locally and the same thing applies to all of the other roads. We promote all of these manufactures in the State of Illinois.

Mr. Hamlin: Now, I object to Mr. Hamlin's statement in respect to the application of other roads unless he has been told that.

A. No, I have not been told that; I know that, because in matters of that kind, our rates are identical. I am speaking now of the Northwestern, Milwaukee and Northwestern roads. They permit all of this territory down here

to get into their own territory on the same basis they permit their own people to get into it, notwithstanding they are one to two hundred, or three hundred miles away. And we have to give up 33 per cent to the originating lines. Take Mr. Harbour, for instance, at Bloomington. He manufactures wagons, I think, or implements, something of that kind. We make for him, we join with the other lines in making the rate from Bloomington the same as we make from Peoria, and we take 25 or 33½ per cent less on his business than we receive on shipments that we take locally out of Peoria, manufactured right in our own territory. And others do the same.

491 The rates from Bloomington are less than from Chicago. They are on Peoria basis. I don't know any reason why they should be any less except to permit a manufacturer to get into this particular territory that he wants to get into. The Chicago manufacturer wants to get in also, but he gets in on a higher rate.

492 The Chairman: Q. If you made the same rates to everybody that you make to those manufacturers along your line, you couldn't run, could you?

A. Not with any degree of comfort.

Q. Well, it would use up all of your profits?

A. It would indeed; yes, sir.

Q. Well, then is it necessary for other people who are not manufacturers to pay the profits on the road in order that the manufacturers may run their factories, isn't it?

A. That will apply to a certain extent, but they don't have the competition that the manufacturers have.

Q. No?

A. They don't furnish anything to the material benefit of the State as a whole, that is, other people; that is, the grocery people and the hardware people; they have no difficulty whatever in doing business on the Illinois schedule of rates, where the manufacturers in the interior of Illinois could not exist under any circumstances, unless he had this rate, because he has to pay more for his freight rates to get his raw material to his place, and then he has to pay probably the same rate out, that is, when he goes to an interstate point, he has to pay; some of them have to pay Chicago rates, and others have to pay Peoria rates, but it would not be possible for the manufacturers in the interior of Illinois to undertake to buy goods in competition with the large terminals, and pay the local rate into their manufactory, and then pay Chicago or Peoria rates out. It would not be possible for them to do it and live.

The Chairman: And it would not be possible for the roads to haul everything for the same price they haul materials for the factories and live?

A. No, sir.

Q. Then the burden comes on the other shippers, who are not manufacturers, to pay a part of the cost of the freight for the manufacturer, don't it?

A. The other people feel no burden.

Q. I am not asking about that, I am just asking for the fact.

A. Well, those are the facts.

Q. That is all.

A. If you would undertake to run the State of Illinois on the Illinois Distance tariff absolutely, you would simply use it up as a manufacturing State.

Mr. Barlow—That is your judgment, you don't state that as a fact.

494 A. I state that as a fact because I have had experience of that kind.

Mr. Drennan—If it was not for these manufacturing institutions, the other fellow would have to pay it all.

A. Well, the other fellow wouldn't be there.

The Chairman—And if it weren't for the farmer, the manufacturer wouldn't be there. You get right back to the honest farmers after a while.

495 James R. Howe, examined in chief by Mr. Drennan, introduced the following statement in evidence:

I herewith attach a comparative table or schedule of wages paid to various railroad employes in the states of Ohio, Pennsylvania, Indiana and Illinois:

	Ohio.	Pennsylvania.	Indiana.	Illinois.
Locomotive engineers running Atlantic type of engines	\$3 00 per 100 miles	\$3 00 per 100 miles	\$3 00 per 100 miles	\$3 90 per 100 miles
Boilermakers	\$2 65 to \$2 75	\$2 65 to \$2 75	26½¢ to 27½¢ per hr	.30 an hour
Machinists	24½¢ to .25	24½¢ to .25	24½¢ to .25	.27½ to .28½
Carpenters	22½¢ to 24½¢	22½¢ to 24½¢	22½¢ to 24½¢	.26 to .30
Laborers	11½¢ to 12½¢	11½¢ to 12½¢	11½¢ to 12½¢	.15
Firemen	17½¢ to 18½¢	17½¢ to 18½¢	17½¢ to .18	.22½ to .25
Passenger conductors	\$100 and \$110	\$100 and \$110	\$100 and \$110	\$125 to \$140
Brakemen	\$40 00 to \$45 00	\$40 00 to \$45 00	\$40 00 to \$45 00	\$55 00 to \$65 00

These latter two schedules of wages are monthly wages, regardless of miles run.

Railroad switchmen22½ to .25	.22½ to .25	.22½ to .25	.30 to .32½
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and in the larger cities in what are known as first-class yards, 35 cents an hour.

These statements are made from my own personal experience in contact with men employed in these various positions in the various states above mentioned, and can be verified by the reports of the commissioner of railway and telegraph of Ohio and the railroad and warehouse commissions of Indiana and Pennsylvania. I desire to have these entered in the records of the case now on hearing before the Railroad and Warehouse Commission of the State of Illinois.

Respectfully submitted,

JAMES R. HOWE,

General Counsel for the Brotherhood of Locomotive Engineers.

499 Owing to the illness of Mr. Howe his cross examination was dispensed with.

Mr. Hamlin—Since I cannot cross examine the witness, I will ask you to admit the following, that the scale given in this exhibit is fixed by the respective unions of the different employments.

Mr. Dawes—I don't care if they are.

Mr. Drennan—By contract with the railroad companies.

Mr. Hamlin—Well, they are fixed by the unions.

Mr. Drennan—Well, by contract with the railroad companies.

Mr. Dawes—It don't make any difference; that is the wages we pay.

500 Mr. Hamlin—And furthermore, that the unions in Illinois have succeeded in getting a higher scale than in those other states.

Mr. Drennan—Because we could afford to pay it.

Mr. Hamlin—Well, I am glad of that. Let that go in the record.

Mr. Drennan—Yes, sir; we cannot afford to pay it if you reduce our freight rates.

501 H. P. Cornick, chief clerk of the division freight office of the L. & N. Railway Company at Evansville, Indiana, examined in chief by Mr. Hamill.

Mr. Cornick testified from the following exhibits, which refer to the traffic, earnings, operating expenses, taxes, etc., of the L. & N. Railroad Company.

These exhibits from table No. 1 to table No. 10 apply only to the L. & N. railroad.

TABLE NO. 1.

(a) Gross earnings per mile from all freight business in Illinois	\$ 7,233 48
(b) Operating expenses, per mile, including taxes on all freight business in Illinois	4,783 12
(c) Percentage of operating expenses and taxes to gross earnings on all freight business in Illinois	66.12%

TABLE NO. 2.

(a) Ratio of domestic gross earnings from freight to total gross earnings from all freight business	21.4%
(b) Value of cost of reproduction per mile	\$44,394 34
(c) Portion of value or cost of reproduction per mile engaged in doing domestic freight business in Illinois	9,500 39
(d) Gross earnings per mile from domestic freight business in Illinois	1,551 30
(e) Operating expenses and taxes per mile on domestic freight business in Illinois, plus 10% for extra cost of doing domestic business	1,128 26
(f) Net earnings per mile from domestic freight business in Illinois	423 04
(g) Per cent earned per mile on domestic freight business in Illinois based upon portion of value or cost of reproduction of road engaged in domestic business	4.45%

TABLE NO. 3.

(a) Value or cost of reproduction per mile	\$44,394 34
(b) Gross earnings per mile from all freight business in Illinois	7,233 48
(c) Operating expenses, including taxes, per mile, on all freight business in Illinois	4,783 12
(d) Net freight earnings per mile	2,450 36
(e) Per cent earned per mile on all freight business in Illinois	5.52%

TABLE NO. 4.

(a) Net earnings per mile on domestic freight business in Illinois	\$ 423 04
(b) Equal to 5 per cent on the following valuation per mile	8,460 80

ALL FREIGHT TRAFFIC IN ILLINOIS.

Valuation for taxation chargeable to freight traffic.	Gross freight earnings.	Operating expense and taxes chargeable to freight.	Net gain from operation freight traffic.	Percentage earned on assessed value by freight traffic.
\$3,205,136	\$1,313,574	\$910,531	\$403,043	12.6

Earnings all freight traffic in Illinois on basis of assessed value.

Assessed value chargeable domestic freight traffic, Illinois.	Gross freight earnings domestic traffic in Illinois.	Operation expense plus 10 per cent and taxes chargeable domestic freight traffic.	Net earnings operation domestic traffic.	Per cent earned on assessed valuation.
\$999,853 00	\$281,731 91	\$213,514 55	\$8,217 36	6.8

Earnings of domestic freight traffic in Illinois based on assessed value.

Assessed value chargeable to domestic freight traffic in State of Illinois.	Gross freight earnings on domestic freight traffic in Illinois, i. e., business between points in Illinois.	Operating expense plus 10 per cent additional cost of handling local business, and proportion of taxes and interest on bonds chargeable to domestic freight traffic in Illinois.	Net result from operation freight traffic after deducting cost of general expense conducting transportation, maintenance of ways and equipment, taxes and interest chargeable to domestic traffic.	Per cent earned on assessed value.
\$999,853 00	\$281,731 91	\$251,121 33	\$31,610 58	3.16

TABLE NO. 8.

Assessed valuation for taxation.....			\$4,672,210 00
Taxes paid, chargeable to—			
Passenger.....	\$15,285 54	31.4 per cent	
Freight.....	33,353 03	68.6 per cent	
	<u>\$48,618 57</u>		
Assessed value, chargeable to—			
Passenger.....		\$1,467,074 00	
Freight.....		3,205,136 00	
		<u>4,672,210 00</u>	

TABLE NO. 9.

Memo of earnings and operating expenses on traffic in Illinois L. & N. Railroad Company.

Gross Revenue all Business in Illinois.	Revenue.	Percentage.
Passenger, mail, express.....	\$ 601,082	31.4
Freight.....	1,313,574	68.6
	<u>\$1,914,656</u>	<u>100</u>

See page 113 Commissioners report, leaving out of consideration income from other sources than traffic.

Total operating expense in Illinois (page 121).....		\$1,278,685 00
Chargeable to—		
Passenger.....	31.4 per cent	\$401,507 00
Freight.....	68.6 per cent	877,178 00
		<u>1,278,685 00</u>
Includes general expense, conducting transportation, maintenance of way and equipment.		
Gross freight earnings, all business in Illinois.....		\$1,313,574 00
Gross freight earnings, domestic business between points within the State of Illinois.....		281,731 91
Ratio of domestic to all freight business in State of Illinois.....		21.4 per cent
Proportion of assessed value, line in Illinois, chargeable to domestic business—freight.....		\$999,853 00
Proportion of taxes paid chargeable to domestic traffic, freight.....		7,137 55

TABLE NO. 10.

Proportion of operating expense plus 10 per cent chargeable to domestic freight traffic in Illinois.....	\$187,616 00
Plus 10 per cent.....	<u>18,761 00</u>
Increased cost of handling local business.....	<u>\$206,377 00</u>

517 Cross-examination by Mr. Hamlin:

These figures are taken from the books of our auditing department. They were taken by the auditor. I didn't take them from the books myself. I haven't the original books; the auditor has.

538 James R. Howe recalled, for cross-examination by Mr. Hamlin.

540 It is the schedule of agreement of the Brotherhood of Locomotive Engineers that the rate of wages shall be the same on all roads east of the Missouri river, where the general offices are in Chicago. That applies to the "Q," Northwestern and C. R. I. & P. The C. & A. have a different schedule. The C. & A. scale is slightly lower. They run a different type of engine. I don't know what the scale is on the I. C. nor on the Frisco, or C. & E. I.

544 Examination by Mr. Brown:

The wages are generally higher in this State than in the eastern districts, anywhere from 12½ to 25%. I am only representing the engineers.

549 W. E. Keepers, general freight agent of the Illinois Central Railroad Company, examined in chief by Mr. Brown:

550 Mr. Barlow's statement as to traffic from the east was in the main correct. Those rates from the east are fixed very largely on a mileage scale into Illinois. A little in excess in some cases of the Central Freight scale made the short lines on the direct east and west lines.

The Central Freight Association rates on the first six classes are lower than the Illinois distance tariff but as to the other lower classes in Illinois some of these are lower than the C. F. A. scale.

551 In the central freight territory there are almost no commodity rates, so-called, nearly everything being covered by the classification in the six classes, while in Illinois, as I said before, there are ten classes, and there are numerous special commodity rates, and all kinds of rates lower than the commissioner's classification.

552 In order to meet this competition from eastern points there have been a great many commodity rates made in Illinois; on all classes of freight manufacturing or jobbing, merchandizing, products of the soil, forest products, coal and everything else. I have some of these tariffs with me. We get special commodity rates on fruits and vegetables from southern Illinois.

(Witness reads from exhibit No. 1 to his testimony.)

557 As to the competition from eastern points, some time ago when the gentlemen representing the larger freight interests of Chicago—that is to say, the business of heavy freight, called upon us, we went into it pretty thoroughly, and discussed it pro and con. The rates from their claim—the complaint was, as it is now with the rates from Central Freight points to Illinois points served by this company, were lower than from Chicago, and we endeavored, without much difficulty, to find out what the difference was. We realized that the rates were lower, the actual rates, and we made up a schedule making rates from Chicago to various points in Illinois, a great many points in fact, it covers two pages here.

559 These tariffs take in practically all the lines in the territory where the rates from points east of the Illinois and Indiana line are made on this so-called Central Freight scale, or anything approximating it. These rates are not, in every case, of course, the same as rates from the competitive territory east.

560 These commodity rates were made to allow the Illinois shippers to compete with eastern competition and consist of some seventy-four articles.

561 It has been the policy of other roads to do the same thing.

Witness then introduces a great number of commodity tariffs.

568 These rates arise when necessity arises. We don't make them and put them in effect unless there is some use for them, as a rule. Yes, here is a rate on brick, Springfield to Rockford, the rate is 5 cents per 100 pounds. Tariff 9.14 cents per 100 pounds.

570 Our company and the other companies have made like provisions with reference to the shippers in interior towns, and we are always ready to do so when conditions seem to indicate the advisability of doing it.

572 The official classification is lower than the Illinois classification, from the fact that there are four more classes in that classification. Besides several commodities in the classification more than in the schedule of the commission which include grain, lumber, salt, etc.

574 Referring to the commodity tariffs before him, which are all based on a lower rate than the Illinois distance tariffs, the witness states:

575 I can say that we have made it a rule always to take up any question where there is complaint, or after any indication that the commercial condition are such that lower rates than the Illinois distance tariff should be used, or that we should make the rate necessary to develop the business, or to meet the competition from the outside, we always do so.

576 Cross-examination by Mr. Hamlin

578 We don't charge any more to Springfield than we do to East St. Louis.

580 The distance from Chicago to East St. Louis on the Alton road is 285 miles. By our line it is 292. The East St. Louis scale of rate applies to a large territory as maximum rates. It applies for Freeport, Rockford and that territory. That is true from Chicago to Effingham.

581 The first class rate to Springfield is 47 cents. It is the same as to East St. Louis and there is no change until it goes down to 145 miles.

582 The commissioners' schedule from Chicago to East St. Louis is 54.8. We charge first class to East St. Louis 47 cents and make the same charge from Chicago to Springfield.

583 We carry a large number of commodity rates, various kinds of rates, in the State less than the commissioners' schedule, as we call it. There are a great many of them. The greater part of our business in tonnage, of the Illinois Central Railroad, beginning and ending in the State of Illinois, is carried at less than the commissioners' rates. I should consider that considerably over one half was carried that way.

585 As to the rates shown on Exhibit 2, to my testimony, those rates were made as follows: We had a meeting of the railroads and shipping interests, and it is my recollection that we considered the competition from all of the points that the shippers named as competitive points, and on the articles that they considered as staples, on which the freight rates entered very largely in the handling of the business, sales thereof and profits.

586 It covers groceries, hardware and iron articles, pipe and various things of that kind; lamp chimneys. As I remember that was accomplished in the gas field country in Indiana—various things of that sort.

588 James Peabody, examined in chief by Mr. Brown.
I am statistician of the A. T. & S. F. Ry.

592 Mainly the states of Ohio, Indiana and Michigan embrace the Central Traffic Association territory. I have made computations as to the density of traffic in groups 2, 3 and 6, under the interstate commerce business.

594 Group two embraces New York, New Jersey, Pennsylvania and a little piece of Maryland. The density of population in group three is much larger than group six. The Interstate Commerce Commission make up a table in their annual report in 1903 in which they place the number of miles of line for 10,000 inhabitants in group three as 23.62; in group six they have 34.74 miles for every 10,000 inhabitants.

596 The states comprised in group six are Illinois, that part of Missouri lying north of the Missouri river, the states of Iowa, Nebraska, Wisconsin, that part of North and South Dakota lying east of the Missouri river, the peninsula of Northern Michigan and Minnesota.

597 The density of population for group three, that is there is 10,000 inhabitants for every 23.62 miles. Group six, 10,000 inhabitants for every 34.74 miles.

597 I have not compared the density of population between the states of Indiana and Illinois.

598 The density of traffic in group two for the year ending June 30, 1903, is 2,070,958. The density of traffic in Illinois for the same year is 999,953.

602 There are no direct figures giving the density of traffic in the state of Indiana. The density of traffic in group three is 1,443,062. In group six, it is 706,415. Just about half.

603 Now coming down to states, there is no commission in Indiana, but there is in both Ohio and Michigan. Taking the figures for Ohio and Michigan together we get a total of ton miles in those two states of 20,744,799,853. The Interstate Commerce Commission make a report on group three, which includes Indiana as well as Ohio and Michigan, and taking the combined tonnage, ton mileage of Ohio and Michigan from the report of the Interstate Commerce Commission for the corresponding year and it leaves the traffic density of the state of Indiana, which is 2,054,202 ton miles per mile of road in the state of Indiana. Take this now for the State of Illinois on the basis of the report of the Railroad and Warehouse Commission for the same year, and we have in Illinois 999,953 ton miles for the State of Illinois which confirms the other figures as they are almost one half of the groups combined.

Witness then reads from table showing density of traffic and earnings of roads in Illinois, and for explanation as to the method he has employed, states as follows:

611 The Atchison, Topeka & Santa Fé road has a total of 5,031 miles. It had a total in Illinois of 291 miles. The earnings as reported from operation in Illinois is \$4,754,110; the operating expenses in Illinois is \$2,973,492; the taxes in Illinois are \$104,660. The interest based upon the train mileage is \$1,078,637. Making a total charge against revenue of \$4,156,789, which leaves applicable to dividends \$597,321. Now, assigning to Illinois the proportion of the stock on train mileage basis of that amount of money would pay a dividend of 2.3 per cent.

The tables referred to are as follows:

Statement showing results in Illinois on correct basis for apportionment of Interest and Dividend Charges for year ending June 30, 1904.

	Miles operated.		Earnings from operation in Illinois.	Illinois proportion of total train miles.	Operating expenses in Illinois.	Taxes in Illinois.	Interest based on percent of Illinois Terminal mileage to total mileage.	Total charges against revenue.	Revenue applicable to dividends on apportionment of stock on same basis as bond interest.	
	Total.	Illinois.							Amount.	Per cent.
A. T. & S. F.	5,031	291	\$ 4,756,110	11.27	\$ 2,973,692	\$ 104,690	\$1,070,092	\$ 4,143,244	\$ 495,866	2.30
B. & O. W.	819	171	2,664,530	5.23	1,846,723	115,423	540,382	2,207,328	437,031	5.74
C. & A.	513	171	2,237,024	26.33	6,063,623	271,210	11,368	1,800,137	786,861	2.43
C. & E. I.	738	304	6,885,847	78.66	6,023,619	165,440	2,107,502	8,491,171	786,932	2.34
C. & N. W.	7,219	635	4,530,496	9.35	4,244,315	165,440	1,377,001	5,897,367	889,789	5.59
C. & S. P.	8,325	1,445	11,133,262	17.35	3,238,629	487,175	1,135,868	4,868,228	337,659	4.09
C. & M. & St. P.	1,480	169	2,666,694	87.43	1,133,174	494,179	1,352,992	9,012,015	2,151,261	11.03
C. & St. L.	7,131	369	7,798,321	14.04	4,238,430	145,693	823,769	1,917,002	2,552,922	32.35
C. & P.	6,200	365	1,798,321	100.00	1,635,953	52,981	293,690	5,311,062	2,543,439	17.00
C. & H. & P.	2,382	263	8,024,833	53.56	4,065,374	202,281	850,384	1,832,814	1,981,588	17.85
C. & C. & St. L.	2,382	656	1,148,825	53.56	4,851,319	162,839	145,653	6,083,047	1,981,588	17.85
D. R. C. & N. W.	109	14	6,486,019	25.49	6,006,022	163,689	849,383	1,038,701	801,624	2.09
E. & F.	156	14	1,871,009	84.99	84,667	60,176	414,551	7,108,506	510,437	4.59
F. & N. G.	61	31	471,997	100.00	1,182,661	2,813	33,880	1,637,148	294,421	4.59
G. C. & W.	321	81	471,997	9.55	56,897	4,369	66,019	615,253	143,558	4.04
I. C.	2,043	37	25,772,799	51.70	17,308,372	1,290,694	4,771,533	23,777,450	2,382,223	9.35
L. J. & I.	4,104	187	210,197	41.98	192,312	5,194	131,481	319,871	63,993	2.77
Low Central	250	127	875,197	21.00	672,119	28,479	130,431	815,071	5,273	0.17
L. St. W.	558	122	662,632	31.00	507,811	26,400	130,171	657,832	87,810	1.91
L. & M. S.	718	121	987,109	100.00	401,212	15,402	35,507	957,641	71,377	0.80
L. & N.	1,454	14	876,753	6.54	688,113	21,012	117,087	714,377	77,735	1.91
M. & C.	3,679	182	1,907,265	4.53	1,278,185	48,619	125,207	946,502	324,204	11.92
M. & N. Central	1,840	150	1,907,265	4.24	733,120	45,227	107,710	1,898,180	738,533	11.92
M. Y. C. & St. L.	1,912	130	1,512,832	31.52	1,448,120	41,751	791,160	2,993,370	11,108	11.92
N. Y. C. & St. L.	523	31	1,116,892	1.47	1,101,518	12,458	14,064	2,128,040	789,533	11.92
Pennsylvania C.	1,525	30	831,216	2.46	1,772,114	100,533	325,710	2,108,709	1,967,460	11.92
P. C. & St. L.	1,418	30	738,146	2.41	832,333	84,159	121,279	1,082,270	824,126	11.92
St. L. & Mt. & S.	2,231	172	548,104	2.32	584,716	14,516	122,144	1,721,448	174,310	11.92
Southern Ry.	7,197	163	1,311,486	3.34	1,107,405	54,579	343,812	1,456,796	174,310	11.92

Interest and Dividend Charges—Concluded.

	Miles operated.		Earnings from operation in Illinois.	Illinois proportion of total train miles.	Operating expenses in Illinois.	Taxes in Illinois.	Interest based on per cent of Illinois terminal mileage to total terminal mileage.	Total charges against revenue.	Revenue applicable to dividend on apportionment of stock on same basis as bond interest.	
	Total.	Illinois							Amount.	Per cent.
T. H. & I.....	447	324	\$3,225,631	66.05	\$2,543,197	\$ 83,898	\$ 937,410	\$3,584,505	\$338,874	2.49
T., P. & W.....	248	248	1,308,716	100.00	1,029,990	46,089	131,149	1,207,188	101,548	1.21
T., St. L. & W.....	451	179	1,330,644	39.82	996,102	37,628	230,219	1,233,949	96,668	1.21
Wabash.....	2,517	745	6,829,983	29.59	5,477,324	221,827	1,258,709	6,958,060	128,067	1.21
W., C. & Western.....	65	65	116,267	100.00	86,092	3,431	34,500	128,023	9,756	1.17
Wisconsin Central.....	876	63	811,115	10.36	433,952	18,949	228,506	681,467	123,708	4.17

CHICAGO, June 24, 1905.

Mr. Wm. Kilpatrick, Secretary Illinois Railroad and Warehouse Commission, Springfield, Illinois.

DEAR SIR—I am sending you herewith typewritten copies of the statements which I presented with my testimony before the commission. As stated at the time, the statements I had with me were drafted hurriedly in pencil and contained so many memorandums as to make them unintelligible to the ordinary reader. I therefore stated to the commission that I would prepare and send them typewritten copies of such statements, which copies are herewith enclosed.

Yours truly,

JAS. PEABODY.

STATEMENT SHOWING RELATIVE DENSITY, EARNINGS AND EXPENDITURES OF
VARIOUS ROADS OPERATING IN ILLINOIS FOR THE YEAR ENDING
JUNE 30, 1904.

	Ton-miles per mile of road.	Gross earnings per mile.....	Net earnings per mile.....	Fixed charges per mile.....	Stock per mile.	Bonded debt per mile.....	Total per mile.	Per cent of op- erating ex- penses and fixed charges.
Chicago & Alton.....	1,201,854	\$12,487	\$4,264	\$3,080	\$42,718	\$73,224	\$115,942	90.4
C. & E. I.	2,046,188	11,521	4,286	2,449	18,676	39,894	58,570	84.1
C. & N. W.	549,183	7,203	2,425	1,355	9,553	21,910	31,463	85.1
C., B. & Q.	591,827	7,413	2,564	1,107	12,596	19,451	32,047	80.3
C. G. & W.	921,309	9,179	2,424	2,261	58,039	36,385	94,424	98.2
C., M. & St. P.	576,717	7,077	2,749	1,121	15,603	18,026	33,629	76.9
C., P. & St. L.	704,901	5,876	485	789	31,167	13,279	44,446	100.5
Illinois Central.....	1,202,929	10,790	3,234	1,818	21,900	34,878	56,778	86.8
I., I. & I.	898,853	6,521	1,518	1,110	20,000	19,400	39,400	93.7
T., P. & W.	242,407	5,298	1,128	1,122	16,506	23,241	39,747	99.9
Wabash.....	864,394	9,148	2,122	1,967	36,551	28,933	65,484	98.3
L., H. & St. L.	356,334	4,817	1,381	699	21,508	11,827	33,333	85.8
Santa Fe.....	572,404	8,333	3,172	1,447	26,429	29,270	55,698	79.3
C., R. & I. P.	451,181	6,241	1,831	1,723	19,825	32,618	52,443	98.2
Iowa Central.....	520,317	4,260	927	1,313	25,439	21,973	47,412	109.0
Mobile & Ohio.....	992,835	9,486	2,754	2,028	6,656	30,210	36,866	91.4
Toledo, St. L. & W.	1,000,405	7,414	2,032	1,545	44,390	34,319	78,719	93.4
Big Four.....	1,029,851	11,142	2,678	1,899	20,320	31,822	52,142	93.0
L. E. & W.	578,387	5,884	1,535	988	26,696	15,078	41,774	90.7

Statistical department, Chicago, June 23, 1905.

STATEMENT SHOWING RELATIVE DENSITY, EARNINGS AND EXPENDITURES OF
VARIOUS ROADS OPERATING OUTSIDE ILLINOIS FOR YEAR ENDING
JUNE 30, 1904.

	Two miles per mile of road.	Gross earnings per mile.	Net earnings per mile.	Fixed charges per mile.	Stock per mile	Bonded debt per mile.	Total per mile.	Percent of op- erating ex- penses and fixed charges.
Baltimore & Ohio.....	2,096,739	\$16,320	\$3,377	\$2,840	\$46,214	\$62,361	\$108,575	80.5
Ches. & Ohio.....	1,917,741	11,688	3,945	2,870	38,037	54,278	92,315	90.8
C. & H. & D.....	776,448	7,985	2,285	1,508	15,764	22,581	38,345	90.3
Lehigh Valley.....	2,797,865	21,467	7,911	4,161	29,052	74,974	104,026	82.5
N. Y. Central.....	1,988,206	22,258	6,281	5,877	37,894			98.7
D. L. & W.....	3,598,454	37,897	18,195	9,229	34,026			76.3
Erie.....	2,413,562	20,002	6,384	4,577	81,987	89,209	171,996	90.9
Hocking Valley.....	2,553,133	16,500	5,991	3,529	74,928	59,907	134,835	85.1
L. S. & M. S.....	3,224,272	24,307	5,600	4,114	34,965	63,860	98,825	93.9
Michigan Central.....	1,486,839	13,643	2,770	2,050	11,337	26,693	38,030	94.7
N. Y. C. & St. L.....	2,504,699	16,153	3,570	2,512	37,361	37,141	94,502	93.4
Penn Co.....	897,684	23,986	6,965	7,617	26,212	37,113	63,325	102.3
Pere Marquette.....	512,647	5,385	1,836	1,069	11,692	20,755	32,447	85.8
Penn. R. R.....	4,091,330	33,541	10,354	8,503	82,380			91.5
Toledo & Ohio Central.....	1,420,627	8,160	2,103	1,373	23,147	22,316	45,463	91.1
Nor. & West.....	2,223,328	13,233	5,297	1,958	50,738	37,783	88,541	74.9
W. & Lake Erie.....	1,456,603	9,782	2,373	2,390	85,696	39,013	122,679	102.2
Phila. & R.....	3,297,350	33,844	14,108	10,498	138,540	175,788	314,118	89.0
C. N. O. & T. P.....	2,048,993	20,145	5,399	4,144	14,880	3,695	18,575	93.8
L. & N.....	956,427	10,211	3,262	1,865	16,584	31,327	47,911	86.3
P. C. C. & St. L.....	2,082,097	20,424	5,389	3,779	36,832	34,462	71,294	92.1
Kansas City So.....	882,913	7,688	2,266	1,358	58,269	35,756	94,025	87.9
Mo. Pac.....	650,758	7,372	2,340	1,688	13,308	27,618	40,926	91.1
No. Pac.....	700,432	8,841	4,236	1,624	29,437	35,081	64,558	70.4
Union Pac.....	903,175	10,137	4,915	2,611	38,927	54,127	93,054	77.2
Pitts. & Lake Erie.....	7,622,328	59,073	13,058	4,516	52,356	21,204	73,560	85.5

Statistical department, Chicago, June 23, 1905.

The earnings of freight as reported in the State of Illinois based on train mileage, of course, is \$3,250,920 on the Santa Fe road. The actual earnings on freight which is local to Illinois carried by the Santa Fe in the same year, excluding all interstate business, was only \$605,506.46, which is less than one-fifth.

614 Cross-examination by Mr. Hamlin:

I am representing all the roads of Illinois at this hearing, and am employed by them in this matter. I haven't been compelled to go to Missouri. I have made up some figures for Missouri for our company. In getting my figures as to the density of traffic in Groups 3 and 6 I figured that the tonnage in that part of Group 3 represented by part of New York State and Pennsylvania would be practically offset by the part of Michigan which is in Group No. 6.

618 That is the way I came at that comparison of the two groups. I did not take the actual figures.

619 I offset a portion of Pennsylvania and New York in Group 3 with the northern peninsula of Michigan in group 6. That portion of Pennsylvania which is included in Group 3 includes the city of Pittsburg, and

620 also Buffalo, N. Y. There is an enormous tonnage in Pittsburg.

626 As to the method employed by the witness in his compilations of the net earnings of the Santa Fe road the witness states that his compilations were based on the train mileage instead of on the track mileage, and further states:

I want to say for the information of the commission what difference that makes. The interest chargeable against the Illinois line under the instructions of the commission amounts to \$328,715.07. That is on the basis of track mileage, but on the basis of earnings the train mileage out of which we have to pay the interest, it amounts to \$1,056,785.94.

627 Upon being interrogated by the chairman the witness states that if he had figured the interest on the track mileage basis according to the instructions of the Railroad Commission the net earnings would have been about a million of dollars in Illinois more than shown by the table introduced by the witness.

629 I want to say that in figuring up population as a measure of density of contribution to a railway is the very poorest possible basis.

Evidence closed.

Case was then postponed until July 11, 1905 at which date argument of counsel on both sides was to be heard.

STATE OF ILLINOIS, }
SANGAMON COUNTY } ss.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF STATE OF ILLINOIS.

In the matter of the Investigation of Freight Rates by said Board at Springfield, Illinois.

SESSION OF JULY 11, 1905.

Tuesday, July 11, 1905.
10:00 o'clock, a. m.

The board met pursuant to adjournment from June 15, 1905.

PRESENT:

Hon. H. J. Hamlin and Felix Stryckmans, Esq., representing the Petitions.
William Brown, Esq., and James Miles, Esq., representing the Chicago & Alton railway Company.

J. G. Drennan, Esq., representing the Illinois Central Railroad Company.

E. C. Kramer, Esq. for the Southern Ry. & the B. & O. S. W. R. R. Co.

J. M. Hamill, Esq., for the L. & N. R. R. Co.

The Chairman—Gentlemen, I have a telegram here that I will read to you, as follows:

CHICAGO ILL., July 10, 1905.

James S. Neville:

On behalf of the Chicago shippers' Association, I hereby withdraw their petition now pending before your board for reduction of freight rates in the State of Illinois.

G. C. BARLOW.

I think that should have been H. C. Barlow.

Mr. Hamlin—Yes, it should.

Mr. Brown—Where does that leave us, your honors?

The Chairman—I suppose Judge Hamlin can answer that probably better than I can. I do not know who he represents, whether anybody besides the Chicago Shippers Association or not. I suppose you can tell about that. I have not looked at your petition recently.

Mr. Hamlin—Why, the status of this is this: The Chicago Shippers Association came in, if you recollect the date of their petition on file, they came in the last ones, came in since the first hearing and before the second hearing commenced. At the first hearing they were not in as I recollect, at all. I am satisfied they were not.

The Chairman—In the first hearing a Retail Association of some kind was represented here by Mr. Miller at that time.

Mr. Hamlin—Yes. Well, there are several associations. I don't remember who they all were. There was Decatur, Bloomington, Springfield, Quincy—

The Chairman—Mr. Secretary, will you see if you can find General Hamlin's petition, the last one that was filed here?

Mr. Hamlin—Oh, is the commission desiring to know about the Chicago Shippers Association? Is that it?

The Chairman—Yes, Mr. Brown wanted to know what condition that left them in and I wanted to get the record.

Mr. Brown—Yes, I wanted to know who we were answering.

Mr. Hamlin—All right, go ahead.

Mr. Brown—Now, if the commission please, this is started by the Quincy Association. Then there were intervening petitions by Peoria, by Bloomington, by Pontiac—

The Chairman—This is your petition, General (producing the petition).

Mr. Brown—I have here somewhere the order of these cases.

The Chairman—General Hamlin represents the Springfield Business Men's Association, the Decatur Manufacturers & Jobbers Association, the Illinois Retail Merchants Association as well as the Chicago Shippers Association in his petition.

Mr Brown—Now I was going on to state that it was commenced by the Quincy Freight Bureau. Intervening petitions were filed by Peoria, Bloomington, Decatur, by the Manufacturers' Association and Decatur and Springfield. All of these have been withdrawn by any of the parties who introduced any evidence. With the Decatur Association and Quincy the matters were adjusted to their satisfaction. They were withdrawn, and in April a meeting was held in which General Hamlin appeared to ask them to re-open this proceeding, and it was on behalf of the Chicago Shippers Association. It left them practically alone. No other parties introduced any testimony. Mr. Barlow appeared here and testified on their behalf, all the balance of the testimony was taken up in introducing the record and files of the various offices of this State, including this office, and it is to that that the testimony for before that was introduced by them, and in answer to that that the testimony was introduced by the railroad company, and it seems to me now that the withdrawal of the only active party here, leaves the Commission without any issue to be tried. We do not know this Illinois Retail Merchants Association. I do not know who appeared on their behalf.

Mr. Hamlin—Your humble servant.

Mr. Brown—As their attorney?

Mr. Hamlin—Yes, sir.

Mr. Brown—What witnesses were examined on their behalf?

Mr. Hamlin—All of them.

Mr. Brown—All of them?

Mr. Hamlin—Yes.

Mr. Brown—Not by name, certainly. And Mr. Barlow testified here that he represented only the Chicago end of it, and it was only in their interests that he appeared.

Mr. Hamlin—That is very true, I presume.

Mr. Brown—That is true.

Mr. Hamlin—Yes.

Mr. Brown—Well, then, if that be true, then there is no evidence upon the part of the others. Of course, they can adopt it if they see fit to, but it seems to me that the elimination of the Chicago Shippers' Association leaves this case high and dry. That is my view of it, and it seems to me that the proceeding should be dismissed. Now, do you gentlemen want to say anything in the matter (addressing his associate counsel)?

Mr. Drennan—If the Court please, when General Hamlin first appeared in this case and we met here, the position was taken, and I remember argued by Mr. Dawes and myself, and I believe some of the other gentlemen that upon the record as it stood before the commission and under its rules governing pleadings and complaints, that the issue was localized so far as the complaints that stood before the commission, and the evidence, to Bloomington, Decatur and Springfield. That was practically confessed by General Hamlin who asked leave for time in which to prepare an amended complaint, or motion, which it did. His amended complaint or motion, did not add any additional facts, or add anything to the scope, as I recollect it. It is on file here and speaks for itself. I was surprised myself at the form of it; but the Chicago Shippers' Association then came in and said they desired to be heard by Mr. Barlow, representing them.

In the meantime Bloomington withdrew so that it left Chicago, Decatur and Springfield. We were then notified to appear here and argue the legal phases of the question as to what was before the commission, and Chicago having come in, it was specifically decided that that would be deferred until

their testimony was in. Then we would determine what was before the commission. The transcript of the proceedings shows that.

Now the testimony of Mr. Keepers and the exhibits, show that the complaints made by Decatur, and upon which the testimony of Decatur was introduced three years ago, have been abrogated by the rates put in there, and Decatur has not, in this last hearing, introduced a word of testimony, and nobody has been here complaining, and they have not expressed any dissatisfaction at what has been put in for Decatur; but on the contrary, I personally know that they all of them have expressed satisfaction.

Now Chicago has withdrawn, Springfield has introduced no evidence, this Retail Grocers' Association have not introduced a whit of testimony, they have not come forward and shown grounds for any complaint at all, not one single man has been here and said one single word. Therefore, we submit, there is nothing before this commission now, no issue, and that this case should be dismissed. There is nothing in the pleadings or in the evidence, but what has been receded from by the parties that brought it here, and I submit we ought not to evolve ourselves into a town meeting as to whether or not the situation in Illinois is right or wrong. There is no complaint now before the commission, that is, there is no live complaint, supported by any evidence, or where any complaint has offered any evidence showing his interests are jeopardized or affected in any way.

Mr. Hamlin—I do not suppose these gentlemen are serious in their contention. I did not expect in this stage of the proceedings to discuss, nor do I want to at this time, the relation of the Railroad and Warehouse Commission of the State of Illinois to the public under the Constitution and under the law. I shall discuss that question at the proper time.

There seems to be a misapprehension existing in the minds of a great many people as to what are the duties, or the powers of a Railroad and Warehouse Commission created under our statute as measured by the Constitution. It has been the practice heretofore by other commissions, and I presume by this, that where an individual came in and made a complaint that the rates involving some individual shipments over some individual line are unsatisfactory—occasionally complaints have been made by a whole community that the rates are unsatisfactory—or setting out what the complaints are, thereupon these rates have been taken up, or these complaints, whatever they may be, taken up by the Railroad and Warehouse Commission, and probably in the majority of cases adjusted without reference to the general subject of rates, adjusted between the parties, the railroad company and the individual, or have been tried—in very few instances tried. That accounts for the small number of decisions that are found, made by the Railroad and Warehouse Commission on the question of rates.

I had nothing to do with the instigation of this suit. It is sufficient to say that if this commission would undertake now to dismiss this suit, this investigation, and try to limit the testimony that has been introduced here, and say this piece of testimony is introduced by the Chicago Shippers' Association, and it has withdrawn, hence this investigation must stop, the question of these rates, the complaining party having withdrawn, that settles it, that would be a very bad rule. Where railroad rates affect the whole state, and the whole community, to say that "A" who complains, although "B, C, D, E and F" complain in their respective capacities, that "A" should control by his withdrawing from the suit, a general rate situation that affects the whole State, would be wrong. Under the law of this State, whatever may have been the practice of this commission, or any other commission grown up in this State, under the law of this State and under the Constitution, you are a public body. You are a commission created for the purpose of investigating the matters that you are authorized to act upon. Among other things you have the power delegated to you by the Legislature under the statute to fix a maximum schedule of rates. When that question arises. Soon after the statute was adopted, a schedule of maximum rates was made by the commission and put in force. That schedule of rates has been modified in some instances, and most of the hearings have been where there have been complaints here and there. You can initiate the proceedings yourself. You are a prosecu-

body. You stand between the railroads and the public. You represent the public in the matter of regulating freight rates. You do not represent the railroads companies at all. You represent The People.

When I speak in that sense I do not mean to be understood as saying that you are expected, that your duties are such as not to treat the railroad companies fairly upon any proposition over which you have jurisdiction, but you are created under the Constitution and under the law, a body for the regulation of corporations whose lines the Constitution declares are public highways, declared so under the Constitution, and you have the regulation of the maximum schedule of rates, and whenever one of these corporations, over which you have supervision for the public under the Constitution and the law in any respect violates the provision of the law, without a complaint of any character, you can initiate proceedings and investigations. You can call upon the public officers of the State, the Attorney General—you might have done it in this case—to prosecute these proceedings on behalf of the State before yourselves as a Railroad and Warehouse Commission under the law. There is no question about that. The result of the practices in this State, without criticising them, has been such that the rate question in Illinois, is like a patched quilt. Discriminations exist on every line in violation of law, in violation of the express provisions of the statute. Some railroad is carrying the products of the soil, and carrying commodities over their lines longer distances at a less price than for a shorter distance, which was declared by the Supreme Court of this State, in the case of The People against the Illinois Central Railroad Company, as reported in the 121 Illinois, to be a discrimination although in that case, it was insisted that while the railroad carried the products, the stuff from Chicago to Mattoon at a less price than they did from Chicago to Kankakee, a less distance, they had to do it in order to meet the competition that existed at Mattoon, and that was interposed as a defense in a suit brought by the People, which you would have the authority to institute yourselves, through the proper officer of the State or county, the State's attorney, or Attorney General. Yet that was held as no answer, and it was an unjust discrimination.

Now, without going into an extended discussion of this matter, which I hope to do later on, you can not limit, gentlemen, and you dare not limit this investigation upon any of the narrow lines proposed by counsel for these defendants. It emanated from your body, over the signature of your secretary, in a letter sent broadcast in Illinois, to every shipper and to the public, saying that you would investigate the subject of a maximum schedule of rates in Illinois. Is it now to be said that Chicago, the great commercial center of this State, represented here by the Chicago Shippers Association, at the last moment in this investigation, having now succeeded in getting what they want, withdrawing, shall bind the fetters upon the balance of the State, and thus control this case? What do you think of that as a general proposition, gentlemen?

I have not indicated since I have been in this case, any disposition, either in the trial or management of this case, to impose upon the railroad companies of Illinois, a reduction that would stop, halt, or affect the general prosperity of the people of Illinois, and of the railroads. I think I understand, not so well as these gentlemen, I admit—not half as well as my friend Brown over there, who has been in the railroad service for years and years, and no doubt has had a thousand rate questions before him to one that I might have had. I am not so familiar with it. But you said at a meeting of this commission, held at Springfield this date, it was decided that it was very necessary that a revision be had of the classification and schedule of reasonable maximum rates for the transportation of freight and passengers over the railroads in the State of Illinois, etc., etc., at which representatives of all interested, both railroads and all classes of shippers, will be accorded a hearing, and the commission in this way be afforded an opportunity to conserve the interests of all. Not the Chicago Shippers Association of Chicago alone. The Chicago Shippers' Association filed—and I won't undertake now, unless it becomes material, and I don't think it is, to say who all came in here in the form of a petition—I think it makes very little difference who they were

—you did the the thing which under the Constitution and the law of this State you had a right to do, and that was to initiate the proceedings yourself, which you have the power to do.

Why shouldn't you have that power? That is the great contention up here in Wisconsin. In the railroad law recently adopted by the legislature of that state, and a very much better law than ours in my judgment, in this: That it permits the railroad companies to fix rates themselves, and then when a rate that is unreasonable is put into operation, the railroad commission have power to hear and determine and decide. I believe in that principle, but that is not our law. You initiated these proceedings as you had a right to do by the issuing of this letter. Now if there has been any decision by your commission to the contrary, I am not aware of it. That you do have a right to initiate the proceedings under the law I have no doubt.

Well, then, there were various complaints filed. You know more about that than I do. When was that?

Mr. Streyckmans—It began about two months after the filing of that letter.

Mr. Hamlin—No, but when did this original proceeding begin?

The Chairman—It commenced just before that was filed in the office; about three days before.

Mr. Drennan—Just before. The Quincy Freight Bureau filed a petition before the letter was written.

Mr. Hamlin—I do not think that is true. It doesn't amount to anything more than it was commenced in 1902. You had a trial, and the moment that trial was had, if your honors please, and that letter was issued—

Mr. Streyckmans—It was two months afterwards.

Mr. Drennan—There was one filed before.

Mr. Hamlin—I don't think so.

Mr. Streckymans—That is the first one, and the petition was instituted about two months afterwards.

Mr. Drennan—I think you are mistaken.

Mr. Streyckmans—It is there.

Mr. Hamlin—Here is the Quincy Freight Bureau petition.

Mr. Drennan—I have an impression it was before that.

Mr. Hamlin—Now the Quincy Freight Bureau files a petition and they set up their reasons. Then I won't undertake to say who all these petitioners are that appeared in the original proceedings, but I have this to say, that under that letter and under that hearing you have no power to take this case as a public body, as the Railroad and Warehouse Commissioners of Illinois, when the rates affect the whole State. Why are you the mere creatures in the hands of some shippers' association, who, after the evidence is introduced, and it appears to you, or it is contended upon the relative sides that the schedule of reasonable maximum rates in Illinois is too high, can the Quincy Freight Bureau determine the action and control what a body created under the Constitution, and under the law representing the public, shall do? If it does, you would better wipe the law off the statute books, burn up your Constitution, if any body of men, any complainant, controls the action of the public servant of the people.

No, sir. If this administration desires to go down in disgrace at its threshold, then perform as is being asked here. It will be just as well to say that the functions and power of a body that has the power of investigation shall be affected by the act of any one who complains.

This case went on. You had an investigation. Other parties came in, I don't know who all. Probably Mr. Brown has them there, I have not. I was not in the case. And you go along and it is said through the public press, and that is the only means I have of knowing, that the commission resolved upon a reduction of 25 per cent of the rates, and the public press gave it out. Whether that was based upon any real action of the commission or statement from the commission, I do not undertake to say because I do not know anything about it. There was only a little of it that came up here, I think, when my friend Brown wanted to ask Mr. Mueller some question—some one did—I guess it was Mr. Dawes, wasn't it?—about what he said or some circular he sent. But that is what the public press says about it—did say about it at the time, as I remember. The reporters are here, and if I am wrong, I take it all back as far as that is concerned.

Then there was no decision upon that record. Nothing was done. Later on I was employed in the matter by the Springfield Association—Business Men's Association—and later on there came in the—what do you call this retail association?

Mr. Streyckman—The Illinois Retail Merchants' Association.

Mr. Hamlin—I was employed by them and have got some of their money, and I am going to try in my feeble way to represent them here, and they represent some eighty towns scattered over the State of Illinois, as I remember.

Mr. Drennan—I was wondering what was the foundation of this speech of yours. It is this money you get.

Mr. Hamlin—It would be a better speech if it was a more remunerative foundation. If I was on the other side and could get a man's clients away from him, I should charge more.

Mr. Drennan—When your clients get into a case and find out they are wrong, they ought to have a right to quit in spite of the lawyers.

Mr. Hamlin—Now, that is the railway method of settling the matter, is to cut the other fellow out. When anybody—there isn't anybody knows that better than Mr. Drennan. If a man sues a railroad for cutting a man's leg off, if the lawyer thinks he has got a good case, the first he knows they have gotten around the fellow with the leg off and they have paid the money to him.

Mr. Drennan—He gets the money and the lawyer don't.

Mr. Hamlin—He gets the money and the lawyer don't. Now, I think a lawyer that represents a railroad that will do that sort of thing ought to be disbarred from practicing the profession. I won't say what I have done about it.

Mr. Drennan—Unless we did, that fellow wouldn't get much.

Mr. Hamlin—I have never known of any railroad company to be running any charitable institutions in this country. That is my experience with the railroads.

Now then, that hearing was had. You know what happened after that as well as I do. Then this petition was filed and the case came on for this second hearing. Then Mr. Barlow got in before any evidence was taken as representing the Shippers' Association of Chicago. Then the testimony was taken. A large proportion of this testimony since we have investigated, Mr. Streyckman here, and Mr. Barlow himself, who unfortunately is not here—I don't know whether he is sick or what is the trouble with him. He is not here.

Mr. Drennan—He is satisfied that he is wrong.

Mr. Hamlin—He probably had a severe attack of running off of the bowels, anyhow he is not here.

But this evidence is here, and Mr. Barlow cannot take it out of this record, and neither can the Chicago Shippers' Association take it out of this record. You have heard it. You have heard this testimony. Much of it is the same as the testimony that was introduced in the former hearing upon this investigation. These other parties came in.

Now, take this whole case from start to finish and I submit to you in all fairness whether you could afford to dismiss this suit because the Chicago Shippers' Association, which these gentlemen I don't think will say they have settled with them and given them what they want—now, honor bright, isn't that right, gentlemen?

Mr. Drennan—No; we have shown them they had all they deserved.

Mr. Hamlin—Well, that because they have quit now, this case is going to quit.

But seriously, gentlemen, there is still left in this case various petitioners. Mr. Drennan volunteers the information that Decatur has been settled with.

Mr. Drennan—I say, the testimony shows that—that the complaints of Decatur have been abrogated.

Mr. Hamlin—Abrogated by the action of the railroads?

Mr. Drennan—Yes, sir.

Mr. Hamlin—But not according to what the Decatur people say.

Mr. Streyckman—They will be here at noon.

Mr. Drennan—Very well, if they have got any complaint, they ought to w it. They haven't shown it yet.

Mr. Hamlin—Well, there is nothing in that. That thing is over with I hope in this State. There is no use adding a few more patches to the quilt.

Mr. Drennan—Decatur has not shown that she has been wrong.

Mr. Hamlin—Well, you cannot by violating the statute against unjust discriminations, in the State of Illinois, voluntarily violating yourselves, daily and hourly, you cannot hope to settle the question of a reasonable maximum schedule of rates to be used in Illinois. The law may be bad, but there it is, and you cannot settle it by giving Decatur a rate that will keep down the complaints in Decatur and give them a rate when half way from Chicago to Decatur you charge a larger rate to some local station in direct violation of the law. You think you do not do it.

Mr. Brown—I do not wish to interrupt you.

Mr. Hamlin—You can correct me.

Mr. Brown—I do not wish to correct you even.

Mr. Hamlin—Suppose you take your road, on your line to Auburn, and then take the rate on your line, your Auburn rate is higher than your East St. Louis rate. If that is not discrimination over the same line I do not know what you call it. It certainly is.

But I only remarked that in passing to say that this commission cannot afford to dismiss this matter.

Now there was filed with the Governor a great many petitions from different towns and those petitions I presume have been as I understand, not from him, on account of this matter being before the Railroad and Warehouse Commission, that everything that has been submitted to him, including the gentlemen who appear here representing the various labor organization, have been referred to this commission, and I think properly so under the law.

Mr. Drennan—We have had no chance to see these things or answer them.

Mr. Hamlin—It is just simply a petition that is all. The Governor has got to do something, gentlemen, and the labor organizations appeared before him and they are here, and I have no objection, not the slightest, to the representatives of these labor organizations being heard before the commission in any way of expression. Now, as I before said, I have no disposition to have anything kept out here, and as I announced in the first place, it will be up to you gentlemen if you go on with this case—if you dismiss it of course we will have to accept your ruling, you are here and you have got the power to do that—but I have no objections to anything being heard here that the commission wants to hear, and in view of the kind of body this is and the powers that it has, I believe it is the duty of the commission to hear anything that is offered.

Taking the general broad field now of investigation which this case has assumed, and I insist that the Chicago Shippers' Association cannot—they may withdraw their petition, but they cannot withdraw their evidence, because their evidence applies to the general situation in Illinois, the rate situation in the whole State, and before this body, and I submit that the case should not be dismissed.

Mr. Brown—I would like to make a few remarks now.

The Chairman—Anything, Mr. Brown, you wish to say.

Mr. Brown—Mr. Chairman and gentlemen, I am a little surprised by the feeling manifested by Attorney General Hamlin, a gentleman usually so cool and collected as he is, but I think it is necessary for us to discriminate between cases.

There has been no contention here that this commission has not the right to initiate proceedings. They have a right to do so under the laws of this State whenever the public interests require it, but when the commission initiates proceedings, it is after one form, and when it proceeds to hear a complaint, it is after another. This is a government of law and we go by the forms of the law. If this case had been initiated by the commission and not by the complainants, no man would have control of it, but under your rules of practice when you set down a complaint for hearing certain regular proceedings are had and you dispose of that as a case such as it is. Now you have provided here by your rules in Section IV how complaints are to be made, and how filed, when to be filed, what they shall contain. You provide by Section V for the service of that petition, service of notice of its existen

Then you provide by Section VI as to the answers that may be made, and then following in the various sections of your rules you provide for the ultimate disposition of the proceedings.

Now this is a question as to whether this case has become one based upon a complaint, or complaints, or one of your own initiation. You have not initiated these proceedings, but have proceeded according to the forms laid down by you for the government of complaints and their answers in the trial and you have heard the witnesses applicable to these particular conditions, but not applicable to a proceeding initiated by this commission. And, therefore, I say that under the ordinary legal proceedings, under the practice of courts, when the parties go out of court they take with them their proceedings, and there is no way to prevent it.

Now as to a question of politics I don't know anything about it. Whilst I have a friendly feeling for the administration, wish it well, wish it happiness and prosperity, it doesn't make very much difference to me whether it goes out in great glory or not. I hope it will. As to what this commission dares to do is another question. I presume this commission dares to do what is right as it sees it, and no threat from the gentleman, I trust, will deter this commission from proceeding in an orderly fashion. We insist that under the rules of your practice there is no longer any standing of any of these parties before the commission, and that their proceedings should be dismissed. That you can initiate proceedings, that you can predicate upon the proceedings already had, your proceedings such as you see fit to institute under the laws of the land, there can be no question. I do not deny or dispute it, but that is not the condition today. This case so far as the proceedings which have heretofore had are concerned, are ended, and I think that for those reasons the commission should not further consider this case. If it sees fit to initiate one, its power is undoubted and is not disputed by me.

The Chairman—It is made the duty of the Railroad and Warehouse Commission to make a schedule of reasonable maximum rates for the railroads of the State of Illinois, and whenever they think proper, they shall change or revise those rates. It does not make any difference how the matter comes before the commission. It is not like a complaint such as my friend Kramer had, as was had here against his road the other day, where some shipper feels that he is being overcharged. In that case a man files a complaint for a specific charge. He has a right to come before the commission and dismiss his complaint, but this is not that kind of a case. This is a petition for the revision of the rates all over the State of Illinois. There are a great many complaints. There was evidence offered here. It is true Mr. Barlow was a witness for the complainants, specially representing the Chicago shippers, but his evidence goes to the question of reasonable maximum rates. The evidence is heard before the commission. There are a great many complainants who have not dismissed, who have not withdrawn. General Hamlin seems to be still representing them, and it would be foolish to say that because one of forty or fifty sends a telegram that it wants to withdraw, that the commission should then dismiss this proceeding. I do not think you gentlemen think that is the proper thing to do. I do not believe you think this commission would be justified in doing it. Why, the Chicago Shippers' Association is the last one of many who sign this petition. The motion will be overruled.

The Chairman—Now, as I understand there are some representatives of railroad organizations who would like to say something, and want to get out of town some time today and if so, we, with the consent of the attorneys on both sides, will hear them now.

Just one word before Mr. Clark speaks. It seems that the date of the petition filed by the Quincy Freight Bureau is after the letter sent out by our secretary. The reason of that is that the Quincy Freight Bureau filed a petition, and when they came here for a hearing they substituted for that petition this one that is printed in the proceedings. First the matter was brought up by a petition of the Quincy Freight Bureau, and the other petitioners then made themselves parties complainant, and adopted the petition of the Quincy

Freight Bureau. That is the way the record is properly, but the original is not printed because we did not want to print everything that was filed. We could not get enough paper to print it on.

Mr. Drennan—The Quincy Freight Bureau did file a petition before you sent out that letter.

The Chairman—Before the letter was sent out.

Mr. Drennan—That is my recollection.

The Chairman—Now, Mr. Clark.

E. E. Clark—Grand Chief Conductor of the Order of Railway Conductors, thereupon addressed the commission, as follows:

I think perhaps it would be proper for me to make some explanation of my presence here. I will say that the railroad employes of the State of Illinois have been much interested in this subject for some time, and as you know have been addressing from time to time communications to the commission and similar communications to the Governor, voicing their objections to a horizontal or general reduction of freight rates in the State which would necessarily seriously affect the earnings of those railroads. Within the last few days they decided to arrange for a committee of their own number to come to Springfield and they asked for an audience with the Governor, which was granted, and which was accorded to them yesterday. No effort was made to get as large a committee as could be gotten, but the committee, the delegation, that met the Governor yesterday, consisted of representatives of the engineers, firemen, conductors, the trainmen, the switchmen, the machinists, the freight handlers, the boiler makers, the car repairers, and the clerks. At the solicitation and invitation of these employes, many of whom are members of the organization which I have the honor to represent in its international capacity, I came and made a brief argument of their views before the Governor. That is one excuse for my being here before you today, and the other is that the gentleman who was expected to make what argument was to be made before the commission got mixed up with a skyrocket and has not as yet been able to get around. I do not mean to infer that he went up with the rocket, but it put him out of commission.

The Chairman—He went up like one.

Mr. Clark—Well, perhaps he would if he had been here.

Now, I have not heard the testimony in this case through these protracted hearings, and I shall endeavor to be concise and brief in voicing the opposition felt by the railroad employes to the granting of the request which has been made upon this commission, and I shall not indulge at any great length in statistics. Whatever I shall present in that line will be from official records, and will be very easily verified and be beyond contradiction.

To begin with, this delegation that is here, was here yesterday, and that has left its sub-committee here today, represent practically all of the more than one hundred thousand employes of the railroads of the State of Illinois. They drew from the pay cars of the several railroads of the State in the year 1904 the sum of \$70,000,000.00 as compensation for their services. Taking the usual basis of computation, these railroad employes represent a half million of the population of the State of Illinois, and they represent I think as generally high a standard of citizenship and character as is represented by any like number of citizens of the State. It may be said that the wages of the railroad employes of this State are what would be termed good as compared with the wages received by men in the industrial trades and in other capacities. If it be true that the employes of these railroads have good wages, it is because of two reasons: First, and principally, because they are right; and second, because of the fact that in their organized capacity they have been able through friendly negotiations and conferences with the managements of these railroads, to reach agreements carrying with them the rates of pay they now receive.

But we want to call attention to the fact that it is not fair to compare the wages of the railroad employes, especially in the operative department, with the wages of men in other employments requiring an equal amount of skill perhaps, or an equal amount of intelligence, or an equal amount of education.

because the railroad employes in addition to the services which they perform and the work which they do, assume a risk that cannot be ignored, and that can never be compensated for in money and which is and should always be taken into consideration in fixing their wages.

We do not believe that those wages have yet reached a point where they fairly compensate the men for the work which they do, and for the risks which they assume. There are several classes of employes who are represented here, for whom I speak, whose wages are, we believe, far below that which they ought to be. Now we expect at the proper time, and in proper ways, and at opportune moments to ask these railroads to increase the compensation of these employes until they do reach, or have reached, what we believe to be a reasonable and fair limit. If the railroads earn liberal incomes we have an opportunity to get what we hope for in time; but if we have to go to a lot of railroads that are on the verge of bankruptcy, and that are struggling along under every economy which their ingenuity can devise, we don't think our prospects of success are very bright. It may be pointed out that at times the wages of railroad employes, especially the men in the engine or train department, are high. That perhaps is true. But we must not lose sight of the fact that there are two kinds of wages in this country, one an economic wage and the other sociological wage.

It may be said that for instance three dollars a day is good pay for a certain line of work. In so far as the statement goes it is true. But we must, in order to arrive at a reasonable estimate of the sociological wage, take into consideration the number of days the man is permitted to work; the amount of money that he earns in a whole year is the amount of money that he has got to depend upon for sustenance, because he has got to live the year through whether he works or not.

The public, both shippers and the travelling public, demand continually better facilities, additional train service, more rapid movements, and many other things, all of which mean additional expenditure of money on the part of the railroads. The continually changing conditions of transportation, the movements of the increasing volume of tonnage necessitates large expenditures in the maintenance of equipment and ways.

We, as employes of these railroads, have secured some little legislation at the hands of the legislators of this State which necessitates additional expenditure of money upon the railroad company. We expected that when we asked for it. We intended that it should cost them some money, and we expect to ask for more legislation some of these days that will cost these railroads more money.

I was amused at the little tilt between General Hamlin and some of the gentlemen over here [indicating counsel for the railways], about personal injuries. We hope to see the day when the railroads will be obliged to assume more liabilities in that regard, and we want them to have enough earnings so they can assume these things and so they can pay what they ought to pay.

Now in looking over this question of a horizontal or general reduction in the rates received by railroads for transportation, we in our homely and practical way look to where the amount involved is going to go, and how it is going to be distributed. We are not able to see any prospect of the producer receiving any more for his product, or of the consumer getting his necessities any cheaper out of any general reduction of freight rates which is possible within the limits of reason. We believe that the interests of the half million people represented by the railroad employes themselves, as well as the interests of the retail dealers with whom they trade in the towns where they live will be much more seriously affected by any important reduction in the freight rates of the railroads of this State than could possibly be compensated for by any reduction which you could make. We believe that the amount involved will go to just such associations as the one which has undertaken to withdraw from this controversy, and that neither the farmer, who grows the wheat, nor the workman who eats the bread, will derive one penny of benefit from it.

I want to call attention for a few moments to the increased cost of the necessities and comforts of life. and refer very briefly to a report made by

U. D. Wright, the United States Commissioner of Labor, as the result of

a special investigation prosecuted in thirty-three states, and in which he says that the price of food in 1903 was 15½ per cent higher than in 1896. And I may say that his inquiry was confined to families of men earning not to exceed \$1,200 per year.

The price of beef was lowest in 1896, and in 1902 had increased 100 per cent as compared with 1896.

In 1904 the wholesale price of farm products was 26 per cent higher than the average price between 1890 and 1899.

Of fifty-two articles of food it was shown that all but fourteen commanded higher prices in 1904 than during the period from 1890 to 1899; that of seventy articles of clothing, the average price was about 10 per cent higher, while fuel and light were found to have increased in cost 32.6 per cent in the same period.

An inquiry along the same lines with regard to the supplies which must of necessity be purchased in large quantities by the railroad companies, develops the fact that, from the United States Industrial Commission's reports, from 1897 to 1900, there was a percentage of increase in the price of such staple articles as steam coal, of 44 per cent; ties, 20 per cent; iron and sheet steel, 48 per cent; nails, 109 per cent; lubricating oil, 120 per cent; while steel rails increased in cost from \$18 per ton to \$35 per ton, an increase of 94 per cent.

This United States Commission in speaking of the slight increase in freight rates in 1900, said that the plea of the railroads that justification for the increase was found in an enlarged cost of operation due to the higher cost of supplies, was based upon a substantial foundation, and that the steady fall in prices from 1873 had been rudely interrupted by increases all along the line in 1899 and 1900, which was peculiarly marked in the case of supplies largely consumed by the railroads, namely, coal, iron and steel.

Now all this increase in the cost of living and of the supplies was accompanied by no increase in the carrying rates on the railroads, except the slight increase since 1899 of .045 of a cent per ton per mile, and even after that increase had been made the rates per ton per mile for hauling freight were less than one-half of what they were in 1870.

It has been shown that clothing, food, fuel, beef, etc., increased in price to the consumer from 10 to 100 per cent. Now if railway rates had been decreased at the same time, would the consumer and producer reap any benefit from that reduction? The only increased carrying rates that accompanied this rapid increase in prices was that of about 5 per cent before referred to, and it may be well to note that this 5 per cent is 5 per cent of the carrying charges, and not 5 per cent of the cost of the commodity. The carrying charge of commodities probably represents about 2 per cent of their price. And it should also be noted that this 5 per cent increase in the freight rates was upon the lowest rate ever existent.

In chatting pleasantly yesterday with a gentleman who is on the other side of this question; he jokingly remarked that they were going to reduce rates and raise wages. But it is no joke, gentlemen, when I say that for the past fifteen years the rates for hauling freight have steadily decreased except for the 5 per cent already spoken of, and the rates of the wages of the employes have steadily increased. This of course cannot go on indefinitely, and would have been impossible so far but for the increased volume of business and the increased train haul which the railroad companies have adopted as a means of hauling freight at a less cost per ton per mile.

We recognize the public character of the services performed by the railroads and we cannot lose sight of the fact that they are not permitted to apply to their business the same principles of wholesale and retail trade that are applied in other businesses by those who now petition for this reduction in rates. They are not allowed to do as the coal operators, and others do, when the cost of production is increased, that is, pass the increase along to the consumer in the form of higher prices. They cannot raise and lower their prices with increased and decreased demand for transportation. They must maintain their properties and keep their equipment in repair during the dull time as well as during the busy time, and we all know that a railroad company cannot earn any money whatever with locomotives and cars that are standing still. The roads of course must conform to the regulations specified by

State and the nation, but just as sure as night follows day they cannot live between the upper and nether mill stones of constantly increasing cost of operation and steadily decreasing revenues. There is a limit beyond which their financial interests cannot be attacked without involving the material interest of all their employes, and we believe that that limit has been reached.

This is not the only instance in which the employes of railroads have taken similar action. They have voiced similar protests in this State before, and in other states. The most recent instance, perhaps, is that in which they appeared a few months ago before the Railroad Commission of the State of Texas, in opposition to a proposed important decrease in the freight rates for hauling cotton. The international conventions of these associations have taken up these questions of regulation, or government control of rates, and more particularly with regard to the question of appointing a commission with power to fix all of the rates, and two of the older and more important, or larger perhaps, of these associations that have held conventions since this question came up, adopted resolutions voicing their opposition to that, and I want to file, or leave with you, a copy of the resolutions adopted by the International Convention of the Order of Railway Conductors in Portland, Oregon, in May last.

I think I can say without fear of successful contradiction that inquiry and investigation will show that the American railways furnish the best service in the world, pay the best wages known on railways, and receive lower rates for transportation than roads of any other country.

Mr. Hamlin—Mr. Clark, let me ask you right there, so that you can answer.

Mr. Clark—Yes.

Mr. Hamlin—Does that statement apply to local traffic; that this country charges lower rates for local traffic?

Mr. Clark—No, I make that statement in a general way as to the railroads of the United States.

Mr. Hamlin—Yes

Mr. Clark—I have not before me, and have not had time to look up any of the details of the local traffic that may be in your mind. I make that statement more particularly on the basis of the reports of the United States Industrial Commission, and of the Interstate Commerce Commission, on which will show as I have stated, a steadily decreasing rate in freight from 1870, when it was the merest fraction below 2 cents per ton per mile, down to 1899, when it was about .728 or .729 of a cent per ton per mile, after which some slight increase was noted until in 1903 it was .763 of a cent per ton per mile. That is, of course, the railroads of the United States, the average of their whole business.

Over-capitalization of railroads may be alleged and no doubt it exists in some cases, but we do not believe that that justifies any crippling of the earning power of those that are not over capitalized, or that it justifies jeopardizing the interests of any of the employes by taking from the railways to give to those who are in no more need of money than are the railroads, and who certainly will not apply it in any way to give more benefit to the public.

We protest in the name of and on behalf of the railroad employes of this State against any material or horizontal reduction in the rates which they may lawfully charge for transportation of goods. If there are discriminative rates in individual cases, we concede of course the necessity and the propriety of correction. We believe that the railroads should have earnings sufficiently large to permit of their keeping their equipment in the best shape, affording the best and safest accommodations and service for the public, affording the safest and best possible conditions of employment for their employes; providing the needed betterments for the increased business and the permanent improvements which the future demands; leave a reasonable return for the capital invested and pay their employes the full compensation that may be due them for their services and for the risks which they assume, and having provided the possibility from their earnings and revenue permitting of such administration of their affairs, we believe that they should be obliged to assume all of the responsibilities and the liabilities that properly attach to a corporation engaged in the public service as they are.

I will leave with you, if you would like to have it, a list which is not quite complete, but practically all of the personnel of this committee who come here, and who asked me to make a few remarks before you in voice of their position on this matter, and I thank you.

The Chairman—I suppose General Hamlin has the opening and close.

Mr. Hamlin—If your Honors please, if you remember when we adjourned, I wanted to put Mr. Ewald on the stand and ask him a few questions, and he was not here; but I would like to ask him a very few questions to identify some things.

The Chairman—Are there any objections?

Mr. Brown—I don't know what it is about. If it is to open the case, we object.

Mr. Hamlin—No, not to open the case.

Mr. Brown—What is it about, General?

Mr. Hamlin—I want to identify some reports that I want to introduce. It is the Railroad and Warehouse Commissioners' report.

Mr. Brown—Can't you introduce it without doing that?

Mr. Drennan—Just simply show what you want.

Mr. Hamlin—I just want to call his attention to the particular thing I want, and I do not want to introduce the whole report.

Mr. Brown—I do not know as there is any objection.

Mr. Drennan—No.

Mr. Hamlin—You can see when I ask him.

Mr. Drennan—You can make your offer.

Thereupon the following additional evidence was introduced in behalf of the petitioners:

Frank J. Ewald, recalled as a witness in behalf of the petitioners, testified as follows:

DIRECT EXAMINATION, BY MR. HAMLIN.

Q. You are more familiar with this than I am, and I wish you would turn to the report showing the proportion of freight tonnage in Illinois. Now I will ask you, you made up this report, didn't you? (referring to the printed report of the Illinois Railroad and Warehouse Commission for 1904.)

A. Why, yes, with the assistance of the Assistant Secretary.

Q. Now I will ask you if the freight tonnage is apportioned in Illinois in the table which you have in front of you?

A. Yes, sir.

Q. And what table is that?

A. It is table VIII.

Q. On what page of the report of 1904?

A. It begins with page 132, and ends with page 147.

Q. That gives the different railroads, does it not, and the apportionment of freight tonnage in Illinois to each road?

A. Yes, sir.

Q. Well, now, does that freight tonnage as apportioned to Illinois, represent the tonnage of local traffic, or interstate traffic?

A. It includes both.

Q. It includes both?

A. Yes, sir.

Q. Both interstate and local?

A. Yes, sir.

Q. Well, from that table can you separate the one from the other?

A. No, I could not.

Q. Well, in the reports made by the railroads to the Railroad and Warehouse Commission, do they separate it?

A. No, sir.

Q. Well, now, you may turn to the table of earnings, freight earnings apportioned to Illinois. Give us the page and number of the table.

A. It begins at page 110 and includes from 110 to 115.

Q. You may state to the commission if the freight earnings from local freight from points within the State of Illinois are given within that table?

A. No, sir. It includes both local and through freight.

Q. Both local and through freight?

A. Yes, sir.

Q. Can you separate, if so, do so, the earnings derived from local freight from the earnings derived from both local and through freight?

A. It cannot be separated because the information is not separated in the reports given to the commission.

Q. By the railroad companies?

A. Yes, sir.

Q. Now, if I understand you, then, the tonnage of freight carried in Illinois as shown both by the reports of the railroads to the Railroad and Warehouse Commission and the report which you compiled, is both the interstate freight and local freight, or State freight?

A. Yes, sir.

Q. And the same is true of the earnings?

A. Yes, sir.

Q. Now you may state to the commission if you know, whether or not the railroad companies formerly made reports showing the amount of local freight carried within points in the State of Illinois, and showing also the earnings upon local freight within the State of Illinois?

A. Well, up to and including 1897, the revenue from local traffic and interstate traffic—through traffic—was separated.

Q. How about the tonnage?

A. Why, the tonnage I think, was submitted the same as it is now.

Q. Was not the local freight separated from the through freight in 1897 in the reports made?

A. The revenue from the local freight was separated, yes sir.

Q. Was the tonnage?

A. No, I think that the tonnage was submitted the same as it is now.

A. Will you look that up, please? You need not do it now, but you can look at it. Will you get a report of one of the railroads for 1897. (Report produced.) You know where to find this better than I do. I did find it.

(Witness examines report.)

A. The tonnage statement?

Q. Yes, as to whether there is a separation of local freight from through freight.

A. Well, no. There is a column here calling for freight originating on this road. Now, it may originate in Illinois, or it may originate in some other state.

Q. I think there is another table there that shows, if I remember right, a table giving the freight in columns, through freight on this column (indicating), and local freight on this.

A. Do you mean as to the revenue?

Q. No, I know it is as to revenue.

A. This is the only table there is.

Q. Will you turn to the revenue table and let me see if I understand it correctly—there are parallel columns.

A. It is page 39 in this report. It divides the local passenger business from the through passenger business.

Q. What page is that?

A. Page 41 in any of the 1897 reports.

Q. Divides what?

A. Divides the revenue from local freight from through freight and other sources.

Q. But don't you think it divides the tonnage?

A. No, sir.

Mr. Hamlin—I want to offer two or three reports made in 1897 by two or three of the different railroads.

Mr. Brown—They are all here.

Mr. Hamlin—Yes.

Mr. Brown—They are all part of the witness' testimony.

The Chairman—You have a right to refer to anything.

Mr. Brown—You can refer to anything as a matter of right.

Mr. Hamlin—That is all we want then.

Mr. Brown—I don't think there is any technical rule about the power of admission.

Mr. Hamlin—Do you want to ask him anything?

Mr. Brown—I don't want to ask him anything.

The Chairman—That closes it, does it?

Mr. Hamlin—No, sir, I want to offer something here so that I can refer to it. I want to offer Poor's Manual for 1899.

Mr. Brown—The whole manual?

Mr. Hamlin—No sir; the whole of it was put in the first hearing, and Brother Brown wanted to know if he had to read it all.

Poor's Manual for 1899, page 246, for what it is worth.

Mr. Kramer—What is it about?

Mr. Hamlin—That is on the capitalization of the Chicago & Alton Railroad.

Mr. Drennan—I object on the ground that it is not verified.

Mr. Hamlin—I want to offer Poor's Manual for 1904, page 764.

The Chairman—I think that whole thing was offered originally, judge.

Mr. Brown—1904?

Mr. Hamlin—It was 1902 that was offered. That is all in.

Mr. Drennan—Yes, that is all in.

Mr. Brown—Poor's Manual for 1904.

Mr. Hamlin—Yes, page 764. That is on the capitalization of the Chicago, Rock Island & Pacific.

Then I want to offer Poor's Manual for 1904, pages 398 and 1545, and 1410.

Mr. Drennan—What is that about?

Mr. Hamlin—That relates to the capitalization of the Illinois Central Railroad.

And then I want to offer Poor's Manual for 1904, page 329. That is on the Chicago & Northwestern.

Then Poor's Manual for the same year, page 526. That is the C. & E. I.

Poor's Manual for 1903, page 337, of the C., B. & Q.

Poor's Manual for 1903, pages 363 to 365 inclusive. That is the St. Paul.

Poor's Manual for 1899, page 246. That is the Alton.

The 1904 Railroad and Warehouse Commission's report is in.

Now I will offer the Commercial and Financial Chronicle.

Mr. Brown—I object to that as incompetent. You can look at what you please.

Mr. Hamlin—Wait until I state exactly why I am offering this.

Mr. Drennan—Well, there can be no good reason for it.

Mr. Hamlin—Yes, wait a minute. I will tell you what I want to offer this for and what I can prove by it.

Mr. Drennan—Yes.

Mr. Hamlin—Now I have introduced here from the Auditor's office the valuation reported by you to the Auditor, by the railroad companies to the Auditor, and there was introduced an assessment made by the State Board of Equalization. I introduced all of those reports for three years, 1902, 1903 and 1904, of all the companies. And those reports I offered on the capitalization proposition, and the capitalization proposition includes the valuation of the stocks of the company in those years, and these are the—I can prove that these publications, one being on April 2, 1904—the valuations are made under the law as of April 1—on April 2, 1904, the value of the stocks of these different roads on the question of capitalization—

Mr. Hamill—That is not a public document.

Mr. Hamlin—I can prove that that is a document that was used by the State Board of Equalization in determining the value of the capital stock. If you want me to prove that, I can bring the Auditor down and prove it.

Mr. Brown—It all relates to the subject of taxation, what you expect to do.

Mr. Hamlin—No; the question of the valuation of the stock.

Mr. Brown—For the purposes of taxation.

Mr. Hamlin—Certainly, they used it for purposes of taxation.

Mr. Brown—That is all there is to it.

Mr. Hamlin—No; if the value of the capital stock is material to be considered, you have got to prove its value in some way.

Mr. Brown—Certainly you have, but not from admissions for taxation purposes.

Mr. Hamlin—Well, it would be the same for all purposes.

Mr. Brown—Well, I can't consent to it, and therefore if you want to force it in, you will have to make proof. I can't consent that it is competent.

Mr. Hamlin—(addressing Mr. Streyckmans): Will you ask the Auditor to come down, or Mr. Eubanks?

The Chairman—I suppose Mr. Brown will agree that he will swear to what you say.

Mr. Brown—I don't care for that, yes.

Mr. Hamlin—He will state that it is used for taxation, assessment purposes.

Mr. Brown—That is what you want.

Mr. Hamlin—Yes, I have no doubt he will say that.

Mr. Brown—Very well. That is not objectionable. Have you any objection to that (addressing associate counsel.)

Mr. Drennan—No.

Mr. Brown—With that admission, put it in.

Mr. Drennan—We think the substance is immaterial.

Mr. Hamlin—Of course I know what your contention is; that it is not competent because used for taxation.

Mr. Brown—Yes sir.

Mr. Hamlin—I do not think that applies here, because it will be just as good for one purpose as another.

Mr. Brown—Well.

Mr. Hamlin—We will argue that.

Mr. Brown—Yes.

Mr. Hamlin—We will see how the B. & O. stands.

I want to introduce the reports made to the Auditor on the following roads for 1898.

Mr. Drennan—1898; seven years ago.

Mr. Hamlin—Yes. The Rock Island, Chicago & Northwestern, the C., B. & Q., the Chicago & Eastern Illinois.

Mr. Brown—Well now, I object to them as incompetent, and further—

Mr. Hamlin—And they are offered for the purpose—well, go ahead.

Mr. Brown—And I further object to them on the ground that this case has been closed, and it is not fair for them to be introducing a great quantity of evidence. Anything omitted by the general, I have no objection to.

Mr. Hamlin—I will tell you the purpose of offering them.

Mr. Brown—I do not care for the purpose. If it happens by oversight I have no objection to it being put in.

Mr. Drennan—You will get in stuff that it will take a week to answer.

Mr. Hamlin—No.

Mr. Brown—We will have to take an adjournment now for a month, and we do not want to do that.

Mr. Hamlin—This is offered simply for the purpose of showing the increase in capital stock from 1898 of these lines.

Mr. Drennan—And we have the right to show the necessity for that increase and what uses and purposes it has been put to, and that it is not an inflation.

The Chairman—That was in before by the offer of reports; that was here before.

Mr. Brown—Then what is the use of putting it in again?

Mr. Hamill—It is a matter for him to refer to in argument.

Mr. Hamlin—Then that is all.

The Chair—Gentlemen, how long do you want to argue this question?

Mr. Hamlin—Well, gentlemen, we expected on our side that Mr. Barlow would present the first argument on facts.

The Chairman—It seems that he has.

Mr. Hamlin—In the form of a telegram.

The Chairman—A very brief one.

Mr. Drennan—He surrenders. If you were equally as frank, there would be no argument.

(It was thereupon agreed that the arguments should be limited to three hours for each side.)

Thereupon Mr. Streyckmans addressed the commission as follows:

ARGUMENT AT THE CLOSE OF THE EVIDENCE..

Mr. Streyckmans—If the court please, outside of the financial question, or the question of the amounts which the railroads in Illinois are earning, or whether they could earn a reasonable amount on the capital or real value of the road, which will be discussed by Mr. Hamlin, we believe the evidence introduced can be divided into about five heads, and that each one of these heads shows that the schedule of maximum rates as now established by the Railroad Commission is too high.

Now the first head that I will take up will be the C. F. A. scale. This was introduced in the old evidence three years ago, and is also introduced in this hearing as "Exhibit A-1."

This is a scale which, according to the testimony of Mr. Barlow, governs from five miles to four hundred and fifty miles, and I will show later the per cent that this scale is lower than the Illinois scale of maximum rates.

In the testimony of the respondents it was said by some of the witnesses that this scale was involuntary on their part, but was forced upon them by the Ohio legislature. I have here the Ohio law, which is section 3375 of their statute. The law provides that:

"Such company may receive for transportation of property not exceeding five cents per ton per mile when the same is transported a distance of thirty miles or more, and in case the quantity transported is less than one ton in weight, or any quantity is transported a less distance than thirty miles, such reasonable rate as may be from time to time fixed by the corporation or prescribed by law; and until a tariff of specified rates is established by law for the transportation of property of such bulk that a quantity equal to the tonnage capacity of the car cannot be carried in it, the corporation may contract for space in the car sufficient to secure the safe transportation of such property, at a rate which shall not exceed five cents per ton per mile if such car were loaded to its tonnage capacity."

Now, at the latter end of this section, it is provided:

"For the transportation of coal, pig iron, lime stone, iron ore, undressed stone or lumber, not more than five cents per ton per mile shall be charged for any distance of ten miles or more, and in case the same be transported a less distance than ten miles, such reasonable rates as may be from time to time fixed by the corporation or prescribed by law; and the corporation may charge on such freight," that is stone, iron ore, lime and so forth, "a reasonable rate for loading and unloading when the same is in fact done by the corporation."

Now that is only a distance under thirty miles and that is what was referred to by Mr. Barlow in his testimony.

Now that is the Ohio statute. If we reduce that statute to the question of miles, we will find that the Ohio statute allows a railroad transporting freight in Ohio for thirty miles, seven and a half cents per hundred miles. The C. F. A. scale for thirty miles is seven and a half cents exactly. For fifty miles the Ohio scale is twelve and a half cents, and the C. F. A. scale twelve and a half cents. For seventy-five miles, they are both the same. For one hundred miles, the Ohio scale is twenty-four cents. For a hundred and twenty-five miles, the Ohio scale is thirty-one cents per hundred, and the C. F. A. scale twenty-six cents per hundred.

For 150 miles, the Ohio scale is 37½ cents, and the C. F. A. scale is 28½ cents.

For 200 miles, the Ohio scale is 50 cents, and the C. F. A. scale 33 cents.

This shows that the C. F. A. scale is voluntarily made by the railroads and in some instances from 25 to 50 per cent less than the Ohio law fixes, so that it is entirely voluntary on their part.

Now this scale as compared with the Illinois scale shows, as is evidenced by "Exhibit A-3," that for 100 miles it is 48.3 per cent lower than the Illinois schedule:

For 125 miles it is 52 per cent.

For 150 miles it is 53 per cent.

For 175 miles it is 48 per cent.

For 200 miles, 47 per cent.

And for 250 miles, 43 per cent less than the Illinois schedule.

Now, if we take the Illinois distance tariff, or the schedule of maximum rates, and the Central Freight Association scale for 100 miles, and take the various classes, that is, by taking an article of freight in either one of the classes, under either one of the classifications, the Illinois classification or the official classification—the C. F. A.—we find that for 100 miles the C. F. A. scale is 24 cents and the Illinois distance tariff 38 cents on first class and runs down to the sixth class at 12½ for the Illinois distance and 8 for the C. F. A. scale. That is about 33 per cent.

The same averages will be found for 200 miles, 250, 300 and 400 miles. That is not using now the official classification in one instance and making a comparison just by the official classification, but it is by taking the Illinois classification itself and finding one article, and finding what classification it is under, and then finding one article under the official classification, and finding the distance under the C. F. A. scale, which makes them absolutely similar so far as classification is concerned.

This percentage on 100 miles is:

60 per cent on first class,
40 per cent on second class,
27 per cent on third class,
50 per cent on fourth class,
66 per cent per cent in fifth class,
56 per cent sixth class,
On 200 miles is:

48 per cent on first class,
39 per cent on second class.
38 per cent on third class.
63 per cent on fourth class.
62 per cent on fifth class.
67 per cent on sixth class.

It about reaches its maximum at 300 miles and then it comes down, and at 450 miles the percentage is:

34 per cent on first class.
30 per cent on second class.
36 per cent on third class.
52 per cent on fourth class, and
42 per cent on sixth class.

Now in this territory which is called "Central Freight Association territory," in which these rates apply, and which are shown to apply by "Exhibit A-14," which is through freight rates No. 48, tariff adopted by the Central Freight Association lines applying on classes and commodities between Chicago and various Illinois points, Indianapolis, Cincinnati, Louisville, Evansville, and so forth. This tariff discloses that the rates between Chicago and Indianapolis are based on Central Freight Association scale for 180 miles, and between Chicago and Cincinnati, Evansville, are based on the Central Freight Association scale for 300 miles.

A comparison of the commodity rates as indicated by this tariff with the official classification, Central Freight Association scale, discloses that the commodity rates are on a considerably lower basis than the Central Freight Association scale, so that the theory that the Central Freight Association scale is a minimum and the lowest the railroads can transport freight on, is shown to be otherwise. They carry the commodity tariff under the C. F. A. scale in Illinois, the same as they do under the Illinois Commissioners' schedule.

Now we have the question of interstate rates. The exhibits that have been offered on the old hearing, and which were offered in order to, in one instance support the allegations of the petitions as to comparison between states, are quite voluminous. They run from 24 to 35, and jump into the 80s. There are

quite a number of them, including the C. & E. I freight tariff from Chicago, Illinois, to points in Ohio, Indiana and Kentucky, Exhibit 89. Those tariffs and the expense bills that were introduced to show that the interstate rates between Indiana and Illinois are based in a good many instances either on the C. F. A. scale, or on a lower basis, and these interstate rates, as was admitted by the various witnesses for the respondents, are voluntarily made by the railroads, and voluntarily entered into—they are made by agreement.

“Exhibit 71” shows some expense bills on the T. H. & I. Railroad, all on the same line—Indianapolis to Oakland, 167 miles.

Mr. Hamlin—When you give a station in Illinois, give it Illinois.

Mr. Streyckmans—Indianapolis, Indiana, to Oakland, Illinois, 167 miles; rate on nails, 14 cents—Indianapolis to Oakland, 167 miles. From Decatur to Oakland, and the road goes through there, 56 miles, the rate is 12 cents.

“Exhibit 75” was expense bills on the Big Four Railroad, and shows that the rate on nails, Indianapolis to Urbana, Illinois, 116 miles, is 11 cents. Decatur to Urbana, 46 miles, the rate on the same commodity is 13 cents.

From Sharon, Pa., the distance of which I haven’t got, the rate on the same commodity is 18½ cents.

“Exhibit 93”—this is entirely on the basis now of interstate rates—shows that the distance from Chicago to Goodland, Ind., is 85 miles, and the distance from Chicago to Onarga, Ill., is 85 miles, one being in Illinois and the other in Indiana. The rate on baking powder being 19¼ cents from Chicago to Goodland, Ind., and 24.6 cents to Onarga, Ill.—from Chicago to Onarga, Ill., the percentage being 23 per cent more for the carriage of the freight in Illinois than it is in Indiana. This percentage I enumerate—I do not enumerate the articles because it would take too long a time—runs as follows: 23%; 44%, that is on broom corn; 23%; 34%; 43%; 47%; 84½%; 51½%; 34%; 34%, higher in Illinois under the Illinois schedule than they are in Indiana.

The same comparisons are made for 103 miles, Chicago to Oxford, Ind., and Chicago to Paxton, Ill., both being 103 miles. The per cent in some instances going even higher, some going as high as 92% more for carrying the same commodity in Illinois than it does to carry that same commodity on the other side of the State line.

We have made comparisons here that run from 85 miles to 288 miles in order to cover the entire field of the matter so far as the mileage question is concerned.

At 155 miles, Hillsdale, Ind., and Tuscola, Ill., Hillsdale being 155 miles from Chicago and Tuscola 149, the percentages run all the way from 14 to 60 at 155 miles.

At 178 miles, a comparison made between Terre Haute, Ind., and Etna, Ill., on the same commodity, the percentage runs from 14 to 76½, a distance of 179 miles.

At 238 miles, the cities of Vincennes and Tonti, Ill., were taken and the percentage runs from 26 to 85 per cent less than is charged by the Illinois Commissioners’ schedule for the transportation of the same commodity in Indiana.

287 miles is Evansville, Ind., from Chicago; 288 is DuQuoin, Ill., from Chicago. The percentages run from 12 to 79.

Those, of course, are interstate rates, but the evidence shows that they are made.

Take petitioners’ exhibit 91 in the old record. These are less than car load rates. The distances are all given from Chicago. The towns in each set of two are immediately opposite each other on either side of the Illinois and Indiana state line and are connected by the same line of railway.

Now, on about twenty commodities here, the distance from Chicago to Hillsdale, Ind., being 155 miles, and Chrisman, Ill., 148 miles, we find that the percentage, increased percentage in Illinois, or the increased cost of transporting freight under the Illinois Commissioners’ schedule as against the rate charged in Indiana on baking powder, 29%; pins, 43%; brooms, in bundles, 43%; canned goods, 14%; cheese, 29%; chocolate and cocoa, 32%; cocoanut, 29%; cigars, 43%; fish, salted or brine, 48%; flour, 74%.

The same comparison is made in this table as made in the other table, running from 155 to 306 miles. For 178 miles, the cities of Terre Haute, Ind

and Marshall Junction, Ill., were used. The percentage in that case on those commodities runs from 11 to 72%. At 204 miles, the cities of Sullivan, Ind., and Robinson, Ill., were used, and the percentages run from 19 to 60.

The same comparison is made between Mount Vernon, Ind., and Carmi, Ill., the percentages some running even higher on the high distance, being 18 to 71.

Now, we have Exhibit No. 76, petitioners' Exhibit No. 76. This is bridge stuff, and was shipped from Muncie, Ind., to points in Illinois. The rate on bridge iron from Muncie to Bayliss, Ill., is 14 cents.

Mr. Hamlin—What road is that?

Mr. Streycckmans—Lake Erie & Western.

The rate from Decatur to the same point is 20.31, and goes through Decatur.

Mr. Hamlin—What is the distance from Decatur?

Mr. Streycckmans—It is 117 miles out of Decatur. It is 319 miles from Muncie to Gibson City, and 117 miles from Decatur to Bayliss.

The Chairman—Different railroads?

Mr. Streycckmans—Yes, they go through two different railroads to Bayliss.

Mr. Drennan—Is it your proposition that they ought to raise that low rate or reduce the higher?

Mr. Streycckmans—We will leave you to explain that.

Mr. Drennan—Our proposition is, they all ought to be raised.

Mr. Streycckmans—Then that is your argument.

Now, from the same town to Poplar City the rate is 14 cents, and the distance 290 miles. Decatur to the same point, the rate is 16 cents.

The second is a shipment from Muncie to Poplar City, the rate is 14 cents from Indiana—that was from Muncie, Ind., to Poplar City, the distance was 290 miles. The rate from Decatur to the same point is 16.45.

Muncie to Latham, Ill., a 13-cent rate is charged, and the distance is 205 miles. This town is 15 miles from Decatur, and the rate was 13 cents from Muncie, and the rate from Decatur to the same place, a distance of 15 miles, is 12.57, a fraction of a cent less than the entire cost of transporting the freight from Muncie, Ind., to Latham.

The next, Muncie, Ind., to Kelsey, Ill., a 14-cent rate is made on the L. E. & W., a distance of 302 miles. From Decatur to the same point the rate is 16.45, or pretty near two cents higher. Kelsey is only a short distance from Decatur, in Mason county.

The rate from Muncie, Ind., to Mason City, as indicated in this expense bill, is 14 cents. The rate from Decatur to the same point is 15.4. This goes through the same line.

There are about twenty-five bills here and they show the same condition to various towns.

We have an expense bill showing, or a half-dozen expense bills here, Exhibit 51, showing that from Chicago to Springfield the railroads charge the commissioners' maximum, or practically the maximum on first, second, third, fourth and fifth classes. From Bloomington to Springfield they charge the maximum. The distance from Chicago to Springfield is 185 miles. The freight as charged by the railroads is 47 cents, and the commissioners' maximum 47.94. It is practically a cent less than the commissioners' maximum. The distance from Indianapolis to Springfield is 197 miles. The rate is 18½ cents as compared with 47 cents. Chicago to Springfield, 185 miles, 47 cents; Indianapolis to Springfield, 197 miles, 18½ cents.

Exhibit A-7 is a tariff of the Indiana, Decatur & Western Railway Company. The rates are taken from the tariff and they show that from Indianapolis to Champaign, 118 miles, the rate first class is 31 cents. The C. F. A. scale for 118 miles is 25 cents. The Illinois distance tariff is 42 cents. On second class the rate charged by the railroad company is 26½ cents; the C. F. A. rate is 22 cents, and the Illinois distance tariff 32 cents; third class, 21½ cents charged by the railroad company, 19½ cents by the C. F. A. scale, and 26 cents Illinois distance tariff.

To Champaign, which is on an Illinois road entirely, is 127 miles, and the rate is 43.3, whereas from Indianapolis to Champaign it is 31 cents; from Indianapolis to Bloomington, 166 miles, the rate is 32½ cents on first class; C. F. A. scale, 31 cents; Illinois distance tariff, 46.8.

From Chicago to Bloomington, 126 miles, which is a less distance than 166 from Indianapolis to Bloomington, is 43 cents as compared to 31 cents.

Indianapolis to Litchfield, 207 miles. Now we have got here 118, 166, 203, 226 miles in order to show the application of these rates in the scale, and not only one particular mileage, but to the entire mileage in the classification in the schedule. From Indianapolis to Litchfield, 207 miles, the railroad tariff indicates a charge of 37 cents on first class; the C. F. A. scale for the same distance is 34 cents, the Illinois distance tariff is 49 cents. Which would make the distance, Chicago to Litchfield, 235 miles, 47 cents; Indianapolis to La Salle, 226 miles, C. F. A. scale, 35 cents; railroad tariff, 40 cents; Illinois distance tariff, 50 cents.

Exhibit A-8, joint freight tariff of the I., D. & W., No. 995. From this tariff the rates were taken which make up the classifications from Indianapolis to Braceville, 165 miles. The rate indicated by this tariff is 31½ cents; the C. F. A. scale for the same distance, 31 cents; Illinois distance tariff, 46 cents.

Chicago to Braceville is 61 miles, still the charge is 32 cents, one cent more to transport it from Chicago to Braceville than it costs to transport the same freight from Indianapolis to Braceville, 165 miles.

From Indianapolis to Streator, 190 miles, the tariff indicates that the railroad charges 31½ cents; the C. F. A. scale for 190 miles is 32 cents, which is practically the same thing. The Illinois distance tariff is 48.3.

Chicago to Streator, Ill., 94 miles, and still under the Illinois tariff they pay 35 cents, which is four cents more than it costs to transport the same freight from Indianapolis to the same point.

Indianapolis to Peoria is 211 miles. The same rule applies there.

Indianapolis to East St. Louis, 242 miles, the railroad voluntarily makes a tariff carrying it at 37 cents, first class, which is exactly the C. F. A. scale, and the Illinois distance tariff for the same distance is 52 cents.

Chicago to St. Louis is 281 miles, and the charge is 47 cents.

Exhibit A-13 shows the same condition; and shows the rates from Cincinnati, O., and from Indianapolis, Ind., on classes to Effingham, Newton, Champagne, Decatur, Alton, Litchfield, Pana, Mount Vernon, Peoria, La Salle, Springfield, Salem, Freeport, Dixon and Centralia. These rates in every instance, of course, are interstate rates and are lower than the Illinois schedule in the same proportion as the other rates that were just read, and so I will not read those, as it will take too much time.

Exhibit A-9 is I., D. & W. tariff and shows rates of transportation for 95 miles, which is Indianapolis to Hume, to be:

27½ cents on first class,
24 cents on second class,
13 cents on fourth class,
10 cents on fifth class,
8½ cents on sixth class.

The C. F. A. scale for the same distance is 23, 22, 18, 12, 9 and 8 cents.

Illinois distance tariff for 95 miles, 37.6 as against 27½ as charged by the railroad and 23 cents as established by the C. F. A. scale. Indianapolis to Tuscola, 117 miles, the tariff indicates a charge of 31 cents, first class; C. F. A. scale, 25 cents; Illinois distance tariff, 42 cents.

Indianapolis to Decatur, 153 miles, the tariff indicates a charge of 31½ cents first class; C. F. A. scale, 30 cents; Illinois distance tariff, 45 cents; 33 per cent difference.

Indianapolis to Springfield, 197 miles. This tariff indicates the charge 37 cents, first class; C. F. A. scale on 197 miles is 33 cents; Illinois distance tariff, 48 cents.

Chicago to Springfield, 185 miles, and the rate is 47 cents, as against 37 cents from Indianapolis to the same point.

Exhibit A-10 shows Vandalia Line joint tariff, stations in Illinois on the C. B. & Q.

From Indianapolis to Elmwood, 237 miles is indicated—the rate charged as indicated by this tariff is 40 cents on first class; C. F. A. scale for 237 miles, 30 cents; Illinois distance tariff for 237 miles, 61 cents.

Chicago to Elmwood, 160 miles. The rate is 46.4 cents. In other words 6 cents more from Chicago to Elmwood, 160 miles, than is charged from Indianapolis to Elmwood, 237 miles.

The same is true as to Lombardville, 270 miles.

In the answers that were filed, we have a comparison of class rates from Indianapolis and from Chicago to various points in Illinois. The tariffs that were introduced, and which are quite voluminous, were introduced in the old hearing for the purpose of sustaining the allegations made in the petition on these distances.

Exhibit A, on page 27, shows that the distance from Chicago to Indianapolis—Chicago to Champaign, is 127 miles. The rate from Chicago is 43 cents, and from Indianapolis to Champaign, 118 miles, the rate is 31 cents, a difference of 12 cents.

From Chicago to Bloomington, 126 miles, the rate is 43 cents. From Indianapolis to Bloomington, a distance of 165 miles, the rate is 31 cents—11.74 cents less. From Chicago to Peoria, the distance is 154 miles, and the rate is 40 cents. Indianapolis to Peoria, a distance of 211 miles, over 50 miles longer distance, the rate is 31 cents, being 9 cents less, or pretty near 25 per cent less than the rate from Chicago.

The same applies as to Paris, Chicago to Paris and Indianapolis to Paris, and from Mattoon, Pana. Litchfield and East St. Louis.

Another allegation in the petition was that the rate from Aledo, Ill., or to Aledo, Ill., from Quincy, Ill., a distance of 160 miles, on first class, was 37 cents. The distance from Chicago, Ill., to Aledo, Ill., is 175 miles, and the rate is 47 cents. From Peoria to Aledo, 113 miles, the rate, first class, is 36 cents. And from East St. Louis, a distance of 234 miles to Aledo, the rate is 46 cents. From Detroit, Michigan, 459 miles, the rate is 50 cents. From Columbus, O., 489 miles, the rate is 54 cents. From Louisville, Ky., 468 miles, the rate is 51 cents.

In other words the rate from Chicago to Aledo is the same as the rate from Indianapolis to Aledo, and the distance from Chicago to Aledo is 175, a little over, and from Indianapolis, 324. The same allegation is made from the same points to Bement, and from the same points to Bloomington, Ill., Centralia, Ill., Dixon, Ill., Girard, Gilman, Havana, Jacksonville, Kewanee, Lincoln, Monmouth, Quincy, Rockford, Rock Island, Springfield, Taylorville, Beardstown, and a number of towns in which the same comparisons are made, and these comparisons, are all supported by the exhibits which were introduced at the prior hearing, which consists of these various tariffs of the roads carrying the freights from these respective towns in connection with joint tariff agreements with the Illinois road.

I am through with that topic

Thereupon a recess was taken until 2:00 o'clock p. m., of the same day, Tuesday, July 11, 1905.

TUESDAY, JULY 11, 1905, 2:00 o'clock p. m.

The commission met pursuant to recess.

Argument of Mr. Streyckmans resumed:

Now, this morning I spoke about the adoption of the C. F. A. scale, and made a comparison of interstate rates with Illinois rates. Now I will confine myself to the subject of rates in other states as compared with rates in Illinois. That is, not interstate rates but rates from one point to another point within one state, as compared with rates from one point to another in Illinois.

Exhibit 69 shows—here is a letter from the agent of the Pennsylvania Company, showing that the distance from Fort Wayne to Richmond, Ind., both points being in Indiana, is 92 miles. The Indiana rate is:

23 cents, first class,
22 cents on second class,
18 cents on third class,
12 cents on fourth class, and
9 cents on fifth class.

The Illinois commissioners' rates for the same distance are:

37.60 cents on first class,
30.55 cents on second class,
24.62 cents on third class,

18.33 cents on fourth class,

14.66 cents on fifth class.

From Fort Wayne to Bourbon, Ind., is 53 miles. The Indiana rate is:

17 cents on first class,

15 cents on second class,

13½ cents on third class,

10 cents on fourth class,

8 cents on fifth class.

The Illinois Commissioners' schedule is:

30.08 cents on first class,

24.44 cents on second class,

20.68 cents on third class,

14.57 cents on fourth class,

11.65 cents on fifth class.

That is about 50 per cent difference between the Indiana rate and the Illinois rate in favor of Indiana.

Exhibit No. 70 is an expense bill showing a shipment of nuts from Terre Haute—from Evansville to Terre Haute, Ind., both of them inside of Indiana. The rate charged is 18 cents. The C. F. A. scale for the same distance, 109 miles, is 24½ cents. The Illinois rate is 40.42 cents.

Exhibit No. 68 shows that the distance from Ft. Wayne to Rogerton, both in Indiana, is sixty miles. The Indiana rates are:

29 cents for first class,

19 cents for second class,

15 cents for third class,

10 cents for fourth class.

8 cents for fifth class,

6 cents for sixth class.

The Illinois rates for the same distance, sixty miles, are:

31.02 cents for first class,

25.38 cents for second class,

21.62 cents for third class,

15.04 cents for fourth class,

12.03 cents for fifth class,

10.58 cents for sixth class.

Exhibit No. 66 shows that the rates from Vincennes to Spencer, Ind., which are both Indiana points, and are sixty-four miles apart, are:

15.50 cents for first class,

14 cents for second class,

13 cents for third class,

10 cents for fourth class,

7.50 cents for fifth class.

The C. F. A. scale for the same distance is just exactly the same.

The Illinois commissioners' maximum for first class is 31.96 cents, as compared with 15.50 cents.

26.32 cents for second class,

22.56 cents for third class,

15.51 cents for fourth class,

12.40 cents for fifth class.

That makes the rate for shipment in Indiana for sixty miles between two points in Indiana about 50 per cent less than the same shipment is carried for in Illinois between two points entirely in Illinois.

Petitioners' exhibit 64 shows that the Indiana rate from South Bend to Anderson, Ind., is 26.50 cents; the C. F. A. scale is 26 cents; the Illinois commissioners' maximum, is 42.77 cents. That is for 126 miles.

From Richmond to Anderson, which is entirely in Indiana, forty-eight miles, the Indiana rate is 11.50 cents; the C. F. A. scale, 12 cents; Illinois' commissioners' scale 23.50—about 50 per cent difference.

Indianapolis to Goshen, both in Indiana, 146 miles. The Indiana rate is 28.05 cents; the C. F. A. scale the same; the commissioners' rate, 44.65 cents.

And from Goshen to Anderson, both points in Indiana, the Indiana rate is 24 cents; the C. F. A. scale is 24 cents; the Illinois rate is 38.54 cents.

Daleville, Ind., to Indianapolis Ind., forty-five miles. The first class rate Illinois, 28.20; the Indiana rate is 10 cents; the C. F. A. scale is 10½ cents.

Indianapolis to Anderson, thirty-five miles: The Indiana rate is 18 cents; the C. F. A. scale the same; the Illinois rate, 24.44. The difference is 25 per cent.

Salem, Ind., to Indianapolis, 195 miles.

Now, we have had some small mileage there. We have run right up the schedule. 195 miles first class: The Illinois rate is 48.59 cents; the Indiana rate is 33 cents.

Mr. Brown—You mean the Illinois schedule?

Mr. Streyckmans—The Illinois schedule.

Exhibit No. 63 shows that a shipment of collars, which is harness, from East St. Louis to Springfield, weighed 125 pounds. The rate is 37.6 for ninety-five miles. The Indiana rate would be 23 cents, making a difference of 14 cents, or twice as much in Illinois as it is in Indiana. The same shipment from Chicago to Springfield, the rate is 47 cents, and that is the rate actually charged by the railroad company. The Indiana rate for the same distance is 32 cents, making a difference of 15 cents, which is equivalent to about 33 per cent.

The expense bill on a shipment of goods from East St. Louis to Springfield, on a box of saddlery, the rate charged is 30½ cents. The Indiana rate is 22 cents, making a difference of eight cents and a half.

Expense bill showing a shipment from Peoria to Springfield of six boxes of cheese, the rate is 22½ cents. The Indiana rate for the same distance would be 13 cents, practically 50 per cent difference. From Springfield to Spaulding, Illinois. (this is all Illinois), double first class, 30 cents. The Indiana rate would be 15 cents for the same distance, making a difference of double, practically 100 per cent on furniture.

A shipment from Springfield to Woodside, a shipment of book-cases, furniture. The rate charged was 22.56 cents. The Indiana rate would be 16.92, practically 33 per cent. Another shipment from Spaulding to Springfield, Illinois, the rate charged is 54.04. The Indiana rate is 7.05. Another instance where the rate is double on furniture.

By petitioners' exhibit 25, which by the way, has been lost, and is not to be found in the records, is simply a schedule, or tariff, from which a good many of these comparisons were afterwards made. We find that the distance from Richmond to Knightsville, Indiana—now this is Indiana entirely again—a comparison between points entirely in Indiana and those entirely in Illinois.

Richmond to Knightsville, Indiana, 123 miles:

31 cents on first class,
26½ cents on second class,
21½ cents on third class,
14 cents on fourth class,
11 cents on fifth class,
9 cents on sixth class.

The Illinois Commissioners' schedule for the same distance would be:

42.77 cents on first class,
33.37 cents on second class,
26.32 cents on third class,
20.68 cents on fourth class,
16.50 cents on fifth class.

Showing a difference of about 33 per cent.

Richmond to Terre Haute, Indiana is 142 miles. The same rate is made to Terre Haute as is made to Knightsville, and the commissioners' maximum in the latter case is increased to:

44.18 cents on first class,
34.74 cents for second class,
27.16 cents for third class,
21.80 cents for fourth class,
17.44 cents for fifth class.

That makes about a difference of over 33 per cent between the Illinois Commissioners' schedule and the rate charged in Indiana.

Mr. Hamlin—Those comparisons that you are making there, when you pick up those exhibits, are they taken from the actual freight bills?

Mr. Streyckmans—Yes, those are expense bills, except the last one which I cited, was a tariff.

Mr. Hamlin—They are made out by the railroad companies?

Mr. Streyckmans—They are made out by the railroad companies, yes, sir.

Exhibit ? is the schedule of reasonable maximum rates of charges in Iowa. Comparisons are made between that schedule and the Illinois schedule in the petitions, both the original petition and the intervening petitions. There was something said during the first hearing in regard to the manufacturers in Illinois and in Iowa, and in that regard respondents' exhibit 102 and 101 was introduced.

Mr. Hamlin—What was the position taken with reference to that, Mr. Streyckmans?

Mr. Streyckmans—It was contended by the railroad companies that the manufactures in Iowa had decreased during the last ten years. For that purpose they introduced the census bulletin of manufactures in Illinois, which shows that the manufacturing establishments in 1890 in Illinois were 20,482, and in 1900 they were 38,360, an increase by percentage of 87.3 of manufactures in Illinois for the ten years from 1890 to 1900.

Now we have a census bulletin of manufactures in Iowa for the same period which shows that the number of manufacturing establishments in Iowa in 1890 was 7,440; in 1900 they were 14,819, making an increase of 92.2 per cent as against 87.3 per cent or practically doubled in Iowa. That is the effect of the schedule—showing the effect of the Iowa schedule on the manufactures of Iowa.

Exhibit A-18. Comparisons are made on the basis of the tariff, which is made a part of the exhibit. These are rates entirely in the State of Michigan, from Sturgis, Michigan, to Rockford, Michigan, 99 miles. The rate as indicated by these tariffs that the railroads themselves have issued is:

25 cents first class,
22 cents for second class,
19 cents for third class,
12½ cents for fourth class,
9 cents for fifth class,
7 cents for sixth class.

The C. F. A. scale for the same distance is the same except as to first class, where it is one cent lower, and as to sixth class, where it is one cent higher.

The Illinois distance tariff for 99 miles is:

38.8 cents for first class,
31 cents for second class,
24.9 cents for third class,
18.8 cents for fourth class,
15 cents for fifth class,
12.4 cents for sixth class.

Showing a difference of about 50 per cent.

Sturgis, Michigan, to Reed City, Michigan, 153 miles. The rate as indicated by the tariff made a part of the exhibit is:

32 cents for first class,
27 cents for second class,
20 cents for third class,
16 cents for fourth class,
11½ cents for fifth class,
9 cents for sixth class.

The C. F. A. scale for the same distance is:

30 cents for first class,
26 cents for second class,
21 cents for third class,
13½ cents for fourth class,
11 cents for fifth class,
9 cents for sixth class.

The Illinois distance tariff is:

45.6 cents for first class,
36.1 cents for second class,
28 cents for third class,

22.7 cents for fourth class,

18.2 cents for fifth class,

14.5 cents for sixth class.

Making the first class rate according to the tariff 32 cents per hundred, and according to the Illinois distance tariff, 45 cents per hundred, a difference of about 33 per cent.

The same applies to Manton, Michigan, 195 miles, and the percentage would run about the same.

Exhibit A-19 shows a comparison of rates on the first six classes entirely between points in Michigan as compared with the C. F. A. scale, and with the Illinois Commissioners' schedule in Illinois.

Port Huron to Shaftsborg, Michigan, 100 miles is:

24 cents for first class,

21 cents for second class,

17 cents for third class,

11 cents for fourth class,

8½ cents for fifth class, and

7½ cents for sixth class.

This is as indicated by the tariff of the Grand Trunk railway system that is made a part of the exhibit.

The C. F. A. scale is practically the same. There is a cent difference in one or two items.

The Illinois distance tariff for 100 miles is:

38½ cents for first class,

31 cents for second class,

24.9 cents for third class,

18.8 cents for fourth class,

15 cents for fifth class,

12.4 cents for sixth class.

If we take 153 miles, which is the distance from Port Huron, Michigan to Penfield, Michigan, we find that the rate is even lower than the C. F. A. scale. The rate indicated by the tariff is:

28 cents on first class,

24 cents on second class,

20 cents on third class,

13.50 cents on fourth class,

10.50 cents on fifth class,

8 cents on sixth class.

The C. F. A. scale for the same distance is:

30 cents on first class,

26 cents on second class,

21 cents on third class,

13½ cents on fourth class,

11 cents for fifth class,

9 cents for sixth class.

Making a voluntary rate of the roads in Michigan, as indicated by its tariff of even less than the C. F. A. scale, the C. F. A. scale having been said to have been a minimum scale, and not a reasonable scale.

The Illinois distance tariff for 153 miles is:

45.6 cents for first class,

36.1 cents for second class,

28 cents for third class,

22.7 cents for fourth class,

18.2 cents for fifth class,

14.5 cents for sixth class.

For 200 miles we have the same conditions. Port Huron to Marcellus, Michigan, 200 miles, the rate made by the railroad company in its own tariff:

30 cents on first class,

26 cents on second class,

20 cents on third class,

13½ cents on fourth class.

11 cents on fifth class,

9 cents on sixth class.

The C. F. A. scale for 200 miles is:

33 cents on first class,
28 $\frac{1}{4}$ cents on second class,
22 cents on third class,
15 cents on fourth class,
12 cents on fifth class,
9 $\frac{1}{2}$ cents on sixth class.

The Illinois distance tariff for 200 miles is:

48.9 cents on first class,
39.5 cents on second class,
30.5 cents on third class,
24.4 cents on fourth class,
19.5 cents on fifth class,
15.9 cents on sixth class.

Exhibit No. A-12 was a tariff of the Pittsburg, Cincinnati, Chicago & St. Louis and Indianapolis & Vincennes railway, applying between stations on the P. C. C. & St. L. and the Indianapolis & Vincennes railway. A comparison of that tariff and the C. F. A. scale, shows that the adoption of the Central Freight Association scale in its entirety is indicated by the rates charged in that tariff, and the letter from the General Freight Agent, states that those rates "Are in effect on all of our stations on our line for points in Ohio and Indiana, which is entirely the C. F. A. scale."

Exhibit A-11 shows rates entirely between Michigan points.

Chicago to Niles, Michigan, is 92 miles. The rate first class is 22 cents; the Illinois distance tariff for the same distance is 37.6 cents; C. F. A. scale, 23 cents.

Chicago to Kalamazoo, 140 miles, the rate first class is 30 cents; Illinois distance tariff, 44 cents. That is fourteen cents difference. Chicago to Battle Creek, 163 miles, first class, 31 $\frac{1}{2}$ cents; Illinois distance tariff, 36.4 cents; C. F. A. scale, 31 cents.

Chicago to Jackson, 208 miles. The rate indicated by the tariff is 33 cents first class; Illinois distance tariff, 49 cents. That is 50 per cent difference. The C. F. A. scale is 34 cents.

Chicago to Ann Arbor, 246 miles. The rate made by the railroad company in its tariff, is 37 cents; C. F. A. scale 37 cents; Illinois distance tariff, 52.2 cents.

Now, if the commission will note in all of these comparisons in rates in Michigan, Indiana and Ohio, the rates hover very closely to the C. F. A. scale, in some instances lower than the C. F. A. scale as I indicated a few moments ago, and in a majority of instances they simply follow them or are a fraction of a cent higher. As regards the last exhibit, I will state that the same percentages run as to the lower classes. I have simply read the first class rates.

As an exhibit to the original petition, there is filed a comparative schedule of freight rates in force in Illinois, Michigan, Ohio and Indiana.

And now on the subject of comparing the Illinois schedule with the rates charged in other states, not inter-state, but simply between points in other states.

This exhibit "D" will be found on page 18 of the original printed petition. The Indiana scale that is used in making the comparison is a scale that is made up by taking into consideration the C. F. A. scale for those distances, and is not a scale established by the railroad commissioners, as there are no railroad commissioners in Indiana.

I will just read some of the distances because it is a very lengthy scale running up to 425 miles.

For five miles the scale is 13.16 for Illinois; the Indiana scale is 7.50; Iowa, 14 cents.

For 25 miles the Illinois scale is 20.68; Indiana, 7.50 cents. it being a blanket—7.50 being a blanket rate in Indiana from five to thirty miles.

For 30 miles it is 22.56 cents in Illinois; 7.50 in Indiana; 17.6 cents in Iowa.

For 50 miles: Illinois, 29.14 cents; Indiana, 12 cents; Iowa, 20 cents.

For 75 miles: Illinois, 33.84 cents; Indiana, 18 cents; Iowa, 22 cents.

For 100 miles it is: Illinois, 38.54 cents; Indiana, 24 cents; Iowa, 24 cents. We get there the scale in Iowa exactly the same as the C. F. A. scale.
 For 130 miles it is: Illinois, 32.44 cents; Indiana, 26 cents; Iowa, 28.8 cents.
 For 150 miles: Illinois, 45.12 cents; Indiana, 28.5 cents; Iowa, 32 cents.
 For 180 miles: Illinois, 47.56 cents; Indiana, 31.50 cents; Iowa, 36.50 cents.
 For 220 miles: Illinois, 50.19 cents; Indiana, 35 cents; Iowa, 43.2 cents.
 For 300 miles: Illinois, 55.46 cents; Indiana, 40 cents; Iowa, 56 cents.

On page 28 of the original printed pleadings—that is not numbered, but I believe it is the second one, it is marked "A" here for convenience, there is an exhibit "A" to one of the original petitions, which makes a comparison of the rates charged in Indiana with the Illinois commissioners' maximum rates for various distances. I will, just in order to make a comparison, quote a few of them to the court:

For 25 miles the Indiana rate is—or 185 miles, the Indiana rate is 25 cents; the Illinois rate is 48.32, making a difference of 23.32 cents in Illinois, pretty near 100 per cent.

For 165 miles the Indiana rate is, 31.5 cents; Illinois, 46.81, leaving a difference of 15.31 in favor of Indiana, or making the rate 15.31 cents higher in Illinois, which is about 50 per cent of the Indiana rate higher.

Commissioner French—Where do you get those rates from?

Mr. Streyckmans—That is the C. F. A. scale which we show.

For 207 miles, the rate in Indiana is 37 cents; in Illinois, 49 cents, leaving a difference of 12 cents.

For 262 miles the rate in Indiana is 37 cents; in Illinois, 53 cents, leaving a difference of 16 cents in round figures.

Now while we are on rates in other states, we take Ohio. I have not touched on Ohio. I have shown the difference between the rates in Indiana and the commissioners' schedule of Illinois, Michigan and Illinois, Iowa and Illinois, now we take Ohio.

To Black Lick, Ohio, from Columbus—these are all proven by those tariffs—that is the reason those tariffs were introduced three years ago. To Black Lick, Ohio, from Columbus, Ohio, the distance is ten miles. The rates are:

7.50 cents on first class,
 7.50 cents on second class,
 7 cents for third class,
 6 cents for fourth class,
 4.50 cents for fifth class,
 3 cents for sixth class.

The Illinois distance tariff for the same distance, ten miles, is:

15.04 cents for first class,
 13.16 cents for second class,
 11.28 cents for third class,
 8.46 cents for fourth class,
 6.76 cents for fifth class,
 5.64 cents for sixth class.

In that instance the court will see it shows a difference of about 100 per cent on the ten mile haul in Ohio.

For 33 miles, which is the distance from Newark, Ohio, to Columbus, Ohio, the first class rate is $8\frac{1}{2}$ cents; the commissioners' schedule of Illinois is 24.44 cents; the second class is $8\frac{1}{2}$ cents in Ohio and 26.60 cents in Illinois; the third class is 8 cents in Ohio and 16.92 cents in Illinois. They run through to the sixth class, making a difference in the first class of three times as much in Illinois as it is in Ohio.

From Columbus, Ohio, to Lafayette is 75 miles. The Ohio rate is 18 cents, as compared with the Illinois distance tariff for the same distance is 33.84 cents; second class, Ohio 16 cents, Illinois distance tariff, 28.20 cents; third class, Ohio, 15 cents, Illinois distance tariff, 23.50; fourth class, Ohio, 10.05 cents, Illinois, 16.45 cents; fifth class, Ohio, 8 cents, Illinois, 13.16 cents.

When I say Illinois, I have reference to the rate as fixed by the schedule made by the commissioners.

It is 150 miles from Columbus, Ohio, to Steubenville in the same state. The rate on first class is 28.50 cents; Illinois commissioners' schedule, 45.12

cents; second class, 25 cents in Ohio and 35 cents in Illinois; third class, 20 cents in Ohio, and 27 cents in Illinois; fourth class, 13 cents in Ohio, and 22 cents in Illinois; fifth class, 10 cents in Ohio and 18 cents in Illinois.

Now, we have in Iowa the rates charged according to these tariffs by various railroads that are running in the State of Illinois, as compared with the Illinois rate.

From Davenport, Iowa, to Wolcott, Iowa, is twelve miles. The rate first class, 15 cents; second class, 13.6 cents; third class, 7.8 cents; fourth class, 5.46 cents.

Rock Island, Illinois, to Colona, Illinois, the same road, a distance of 11 miles, the rates are:

First class, 16.92 cents,
Second class, 15.04 cents.
Third class, 13.16 cents,
Fourth class, 9.4 cents,
Fifth class, 9.52 cents.

That is on the same line of railroad running in two states and that is the difference between the rates in either state.

For 50 miles on the Rock Island Railroad from Davenport, Iowa, to Iowa City, the first class rate is 20.4 cents; in Illinois, 58 miles from Rock Island to Tiskilwa, the first class rate is 31 cents, making a difference of over 50 per cent higher in Illinois than Iowa.

On the Rock Island Railroad, from Davenport, Iowa, to Malcomb, Iowa, a distance of 111 miles, the rates are:

26.4 cents for first class,
21.87 cents for second class,
17.50 cents for third class,
12.99 cents for fourth class,
9.27 cents for fifth class.

On the same railroad from Rock Island, Illinois, to Seneca, Illinois, 108 miles, the rates are:

40.42 cents for first class,
31.96 cents for second class,
25.47 cents for third class,
19.55 cents for fourth class,
15.64 cents for fifth class.

The same comparison applies up to 181 miles, but I will not worry the court with reading it.

Now, we come to the question of inequalities and discriminations right here in the State of Illinois. Among some of these exhibits will be found, upon comparison, that some of these—some of these exhibits will show upon comparison, that they are lower—some roads are carrying for less than the commissioners' schedule. Now, that is without regard to the commodity tariffs, but simply as a general tariff rate, that it is lower than the Illinois commissioners' tariff. In other instances they discriminate by charging a less rate for a longer distance to the same town.

Commissioners' exhibit No. 36 is a lot of expense bills on various shipments, and they show that the distance from Bloomington to Panola is 21 miles. These expense bills show that the rate charged, the actual rate charged by the railroad companies, Illinois Central Railroad Company, is:

20.68 cents for first class,
18.80 cents for second class,
15.40 cents for third class,
11.28 cents for fourth class,
9.02 cents for fifth class.

Now we have expense bills from Peoria to Panola, which is a distance of 109 miles as compared to the twenty-one mile distance, and they show:

26.32 cents for first class,
21.62 cents on second class,
17.86 cents on third class,
13.16 cents on fourth class.

Whereas the commissioners' schedule would be:

40.41 cents on first class,
31.96 cents on second class,
25.47 cents on third class,
19.55 cents on fourth class,
15.64 cents on fifth class.

The Chairman—Where is that from?

Mr. Streyckmans—Panola to Peoria.

The Chairman—The direct route over there is about forty miles, not quite forty miles. That is the rate they are charging there, the same as the shortest line.

Mr. Streyckmans—But they are transporting it 109 miles via Lincoln and Clinton to Panola, and it is a distance—it is a 109 mile haul.

Bloomington to Cropsey is thirty miles. The expense bills composing exhibit 45 show that the rate charged is:

22.56 cents on first class,
19.74 cents on second class,
15.98 cents on third class,
11.98 cents on fourth class,
9.58 cents on fifth class.

This is the same as the commissioners' maximum

From Peoria to Cropsey, a distance of 119 miles, a charge is made of:

35 cents on first class,
30 cents on second class,
24 cents on third class,
17 cents on fourth class, and
14 cents fifth class.

Whereas the commissioners' maximum is:

42.30 cents for first class,
32.90 cents for second class,
26.03 cents for third class,
20.30 cents for fourth class,
16.24 cents for fifth class.

In other words from Bloomington to Cropsey the railroad charges the full maximum rate. From Peoria to Cropsey they charge in the first class about 20 per cent less.

From Chicago to Cropsey they charge the commissioners' rate. That is 115 miles:

41.36 cents on first class,
32.43 cents on second class,
25.75 cents on third class,
19.92 cents on fourth class,
15.94 cents on fifth class.

The distance from Indianapolis to Cropsey I haven't got, but it is considerably more than from Chicago, whereas

The Pennsylvania Railroad make a joint rate of:

31.50 cents on first class,
27 cents on second class,
21.50 cents on third class,
14 cents on fourth class,
11.50 cents on fifth class.

We also have shown by the testimony of Mr. Keepers, for instance, that the rate from Chicago to East St. Louis is exactly the same as the rate from Chicago to Springfield. In fact he states that from 145 miles up, a blanket rate extends, running up to 295 miles, which is the distance to Effingham, making the same rate to Effingham as you do to Springfield, or to Pana, or to Alton, or East St. Louis. The same would apply to the Chicago & Alton on their shipments from Chicago to East St. Louis, and from Chicago to Springfield.

From Chicago to Vandalia is 247 miles. The railroads charge 47 cents on first class and 23 cents on fourth class. The commissioners' schedule for the same distance, 247 miles, is 52.32 cents as against 47 cents first class, and on fourth class 26.32 cents as against 23 cents, charged by the railroad companies.

From Bloomington to Vandalia is 106 miles. The railroad companies charge the full maximum rate, the distinction being that from Chicago to Vandalia the maximum rate is not charged.

Exhibit No. 21 is a tariff which shows that the Vandalia line in carrying freight from Peoria, Ill., to Armington followed the commissioners' schedule, then they make a blanket rate of twenty-five cents on first class to Arcola, and at Arcola the rate is:

29 cents on first class,
24 cents on second class,
16 cents on third class,
12 cents on fourth class,
10 cents on fifth class,
The commissioners' schedule is:
46.81 cents on first class,
37.22 cents on second class,
28.55 cents on third class,
23.81 cents on fourth class,
18.64 cents on fifth class.

This shows that the commissioners' schedule is followed by the railroads to Armington and up to Arcola; after they get to Arcola, clear down to Farmington, going through Filson, Hindsboro, Oakland and Paris—

Mr. Hamlin—All of these are in Illinois?

Mr. Streyckmans—Absolutely, yes sir, all in Illinois.

They charge 38 per cent less on first class, 35 per cent less on second class, 45 per cent less on third class, 48 per cent less on fourth class and 46 per cent less on sixth class. I have got the percentages worked out on the same line of road in the same direction. That is indicated by petitioners' exhibit 21.

Mr. Hamlin—What road is that?

Mr. Streyckmans—That is the Vandalia.

Petitioners' exhibit 22 is a freight tariff between Peoria and Pekin and stations in Illinois, Indiana and Wisconsin of the Illinois Central Railroad Company. It shows practically the same condition as the other, in this: That from Peoria to Delavan the commissioners' schedule is adhered to, from Delavan down to Mattoon a blanket rate of twenty-five cents is made on first class.

Mr. Hamlin—What do you mean by that?

Mr. Streyckmans—Every point between Delavan and Mattoon is charged twenty-five cents on first class freight regardless of the distance it is from Peoria.

Then when we get to Mattoon another blanket rate is made clear down to Greenup, and from Greenup to Grayville. Now when we get to Mount Pulaski the blanket rate is twenty-five cents on first class, whereas the commissioners' scale is 28.21 cents. This is not a commodity tariff, this is a regular tariff.

At Warrensburg, Ill., the rate is twenty-five cents and the commissioners' schedule is 37 cents.

At Decatur the blanket rate is 25 cents and the commissioners' schedule would be 28.20 cents.

At Sullivan the blanket rate is 25 cents and the commissioners' schedule is 38 cents. The second class blanket rate is 22 cents and the commissioners' schedule is 31 cents. The third class rate is 22 to 25 cents and 13 to 19 cents as compared with the schedule.

At Greenup the rate charged in this tariff on first-class is 30 cents, as against 34 cents on the commissioners' schedule—26 cents first-class as against 34 cents commissioners' schedule, 22 cents third-class as against 27 cents by the commissioners' schedule, 14 cents fourth-class as against 22 cents commissioners' schedule.

When we get to Olney the first-class rate shown by this tariff is 35 cents and 47 cents by the commissioners' schedule, 30 cents second-class and 35 to 37 cents by the commissioners' schedule, 25 cents third-class and 29 cents by the commissioners' schedule. 15 cents fourth-class and 23 cents by the commissioners' schedule.

Mr. Brown—Let me understand what is that last sentence you read.

Mr. Streycckmans—I was not reading. I am making deductions from that. At Olney, Ill., the rate charged by the Illinois Central as indicated by this exhibit 21 is 35 cents, whereas the commissioners' schedule is 47 cents first-class; second-class, 30 cents, whereas the commissioners' schedule is 37; the third-class, 25 cents, whereas the commissioners' schedule is 29.

Mr. Brown—I am much obliged. I didn't want to interrupt you.

Mr. Streycckmans—Exhibit 41 is expense bills. They show from Peoria to Fithian, 115 miles, the rate on flour is 9 cents; from Bloomington to Fithian, 68 miles, the rate on flour is 9.08, a difference of .08 cents in rate, and the difference of between 68 and 113 miles in distance.

Exhibit 35 shows a discrimination as against Decatur in this: We have an expense bill here showing coffee shipped from Decatur to Arcola, and the rate is 12 cents, and have another expense bill showing coffee shipped from Peoria to Arcola, and the rate is 10 cents, and through Decatur.

Chicago to Carlinville is 224 miles. Exhibit 46 shows that on third-class, the expense bill shows a charge of 29 cents, whereas the commissioners' schedule is 31.96.

When you ship from Springfield to Carlinville, you pay the full commissioners' schedule. When you ship from Bloomington to Carlinville, you pay the full commissioners' schedule.

From Danville to Ogden, Ill., 17 miles, exhibit 44, which consists of some expense bills, shows that the first-class rate is 15 cents as against 18.8 cents the commissioners' maximum; third-class, 11 cents, as against 14 cents; fourth-class, 9 cents, as against 10.34 cents.

Bloomington to Ogden, 63 miles, the commissioners' maximum is 31.96 cents, and the rate charged is 23.50 cents; second-class, 26.32, commissioners' schedule, and the rate charged is 21 cents. In other words, showing that a less rate is made by the railroad company out of Bloomington and Danville than is charged by the commissioners' schedule.

Exhibit 43 consists of expense bills showing that from Danville to Tuscola, which is 50 miles, the first-class rate as indicated by the expense bills is 24 cents as against the commissioners' schedule maximum of 24.19; second-class, 20 cents, as against the commissioners' schedule of 23 cents; third-class, 15 cents, as against 19 cents; fourth-class, 10 cents, as against 14 cents. But when you come to ship from Decatur to Tuscola you pay the full maximum rate, but if you ship from Danville to Tuscola you get all the way from 18 to 20 per cent less than the commissioners' schedule.

From Chicago to Tuscola is 150 miles. The first-class rate is 40 cents as against 45 cents by the commissioners' schedule; second-class, 23 cents, as against 35 cents; third-class, 17 cents, as against 27 cents; fourth-class, 15 cents, as against 22 cents.

Exhibit 42 consists of expense bills and shows that from Danville to Woodland, 42 miles, the full commissioners' maximum is charged. From Bloomington to Woodland, 91 miles, the commissioners' schedule is 40 cents, and the rate charged is 37.60; commissioners' schedule 32 cents on second-class, and the rate charged is 30 cents. Third-class, commissioners' schedule 25 cents, rate charged 24 cents; fourth-class, 19.25 cents as against 18.33 cents.

Indianapolis to the same point is about between 150 and 200 miles and the rate is:

- 31.50 cents on first-class,
- 27 cents on second-class,
- 21.50 cents on third-class,
- 14 cents on fourth-class, and
- 11.50 cents on fifth-class.

That is an interstate comparison, but it shows that it costs more to ship the goods in Illinois 91 miles, a good deal, than it does to ship 200 miles outside of the State.

Exhibit 50 consists of expense bills, showing that the rate from Chicago to Vandalia, 247 miles, is 47 cents. The commissioners' schedule is 52 cents.

Mr. Hamlin—What railroad is that?

Mr. Streycckmans—That is the Illinois Central.

The commissioners' schedule is 42 cents on second-class, and the rate charged is 38 cents. On fourth-class the rate charged is 23 cents, and the commissioners' schedule 26 cents.

Now, if you ship from Bloomington to Vandalia, you have to pay the full schedule.

Mr. Brown—By the same road?

Mr. Streyckmans—Yes; they run—

Mr. Brown—No; does the same road make those same expenses?

Mr. Hamlin—Yes, that is the Illinois Central.

Mr. Streyckmans—Yes, there it is. There is Bloomington to Vandalia, there is Peoria to Vandalia, and Chicago to Vandalia.

Mr. Brown—They are not by the same road.

Mr. Streyckmans—The same road exactly, the Illinois Central.

Exhibit No. 49 consists of expense bills, Chicago to Cissna Park, 114 miles. The rate charged on first-class is 30 cents, as against 41 cents by the commissioners' schedule; second-class, 25 cents, as against 32 cents; third-class, 20 cents, as against 25 cents; fourth-class, 13 cents, as against 19 cents; and fifth-class, 12 cents, as against 15 cents. I give that in round numbers without the percentages, or decimals.

From Bloomington to Cissna Park, the same road of course that would be, or two roads, they charge the full commissioners' rate.

Mr. Hamlin—Two roads you say, from Bloomington?

Mr. Streyckmans—Well, the C. & E. I. does not run to Bloomington.

Petitioners' exhibit 48 consists of expense bills of the Wabash, showing the full maximum schedule charged from Decatur to Bement, and Danville to Bement, and Chicago to Bement. The second-class rate is 36 cents, charged by the railroad, as against 39 cents, the commissioners' schedule on second-class. The railroad charges 20 cents on fourth-class, as against 24.45 cents, commissioners' schedule.

Exhibit 52 consists of expense bills of the T. H. & I. and Illinois Central, and shows that the distance from Peoria to Kenney is 58 miles. The rate charged is 12 cents, as against 15.04 cents, commissioners' schedule. On fourth-class, 9 cents is charged by the railroad company as against 12.03 cents commissioners' schedule. Chicago to Kenney, the commissioners' maximum is charged. Springfield to Kenney, the maximum is charged.

This is exhibit 53. Peoria to Girard is 123 miles. This exhibit shows by means of expense bills over the Chicago & Alton and Jacksonville & St. Louis Railway Company that the rate charged for first class is 33.50 cents as against the commissioners' schedule of 42 cents; second class, 27 cents as against 33 cents; fourth class, 16 cents as against 20 cents; fifth class, 13 cents as against 16 cents. Bloomington to Girard they pay the full commissioners' schedule. From Chicago to Girard—

Mr. Hamlin—What would that be over, from Bloomington to Girard?

Mr. Streyckmans—Chicago & Alton.

Mr. Hamlin—Straight?

Mr. Streyckmans—Yes.

Mr. Brown—From Bloomington to Girard on the C. & A. You can go better to Girard on the C. & A., but you can elect to go by the P. C. C. & St. L.

Mr. Streyckmans—In this case?

Mr. Brown—Yes, you said so awhile ago.

Mr. Streyckmans—No; one is the Jacksonville & St. Louis, and that is the shipment to Girard, and from Bloomington to Girard is by the C. & A. Railroad direct on the expense bills.

Mr. Brown—Certainly, but you use two roads in one case and two in the other.

Mr. Streyckmans—No, I use one road, the C. & A.. I will explain that. The rate from Bloomington to Girard, the full commissioners' maximum is charged by the Chicago and Alton Railroad Company, from Bloomington, Illinois, to Girard, Illinois, on their line.

Mr. Brown—Yes.

Mr. Streyckmans—On the Jacksonville & St. Louis, from Peoria to Girard—

Mr. Brown—You are taking two roads now, the Alton and the Jacksonville & St. Louis.

Mr. Streyckmans—And comparing the rates, both rates, showing that one charges the commissioners' schedule, and the other does not.

Mr. Brown—Exactly.

Mr. Streyckmans—Do you understand that, General?

Mr. Hamlin—I do. The C. & A. runs through and uses the Jacksonville & St. Louis on the same shipment, joint shipment, and they charge a lower rate on the joint than they do on the straight run.

Mr. Streyckmans—On the straight line from Bloomington to Girard.

Mr. Brown—Therefore, the rate should be reduced.

Mr. Hamlin—Yes.

Mr. Streyckmans—Exhibit 55 consists of expense bills and shows that the distance from Peoria to Piper City, 70 miles, the fourth class rate charged in the expense bill is 14 cents, and the commissioners' schedule is 15.98. From Chicago to Piper City is 92 miles, and the expense bills show a charge of practically the full commissioners' schedule; whereas from Peoria to Piper City they do not use the schedule, they use less than the schedule.

Exhibit 57 is an expense bill on the Chicago, Rock Island & Pacific Railroad, on a shipment from Chicago to Joliet, 41 miles, which shows that that road on second class matter makes a rate of 19 cents as against the commissioners' schedule of 22.56; on fourth class of 10 cents as against 13.63.

Exhibit 72 consists of expense bills over the Chicago & Eastern Illinois, which show among other things that the rate on nails from Decatur to Broadlands, 62 miles, is 20 cents; from Crawfords, Indiana, to Broadlands, 73 miles, the rate is 11 cents; from Chicago to Broadlands, 155 miles, the rate is 15.7 cents; from Danville, Illinois, to Broadlands, 32 miles, the rate is 10 cents, and the fact of it is that coming from Broadlands they go through Danville, and still they charge 10 cents from Danville to Broadlands, in Illinois, while they only charge 11 cents from Crawfordsville through Danville to Broadlands, charging a cent for the extra haul from Danville to Crawfordsville.

Exhibit A-2 contains in it an interstate rate, but for the comparison in this branch of the argument here, it can be used and only reference made to that part of it which applies to Illinois business. The first is a shipment from New York to Mount Vernon, Illinois. The distance from New York to Mount Vernon, I haven't got, the rate is as follows:

87 cents for first class,
75 cents for second class,
58 cents for third class,
41 cents for fourth class,
35 cents for fifth class,
29 cents for sixth class.

The proportion accruing to the road carrying from Chicago to Mount Vernon, is:

19.5 cents for first class,
16.6 cents for second class,
12.8 cents for third class,
9.1 cents for fourth class,
7.7 cents for fifth class,
6.4 cents for sixth class.

The local or Illinois distance tariff from Chicago—no, the local rate charged by the railroad company, the Chicago & Eastern Illinois, is:

50 cents for first class,
40 cents for second class,
30 cents for third class,
25 cents for fourth class,
20 cents for fifth class.

The Illinois commissioners' schedule is:

55.46 cents for first class,
45.12 cents for second class,
35.25 cents for third class,
28.20 cents for fourth class,
22.56 cents for fifth class.

And the C. F. A. scale is:

40 cents for first class,
34 cents for second class,

25 cents for third class,
 17 cents for fourth class,
 14.50 cents for fifth class,
 11.50 cents for sixth class.

The same comparisons are made on shipments from Buffalo to Mount Vernon, Detroit, Indianapolis and Cincinnati to Mount Vernon, and also from New York to Peoria, Buffalo, Detroit, Indianapolis, Cincinnati to Peoria; New York to Bloomington; Buffalo, Detroit, Indianapolis and Cincinnati to Bloomington, and so forth, with the same results.

This shows that for 296 miles the proportion that the road earns from Chicago to Mount Vernon is 19.2. The rate that the C. & E. I. charges on local shipments is 50 cents, The commissioners' schedule is 55.46, and the C. F. A. scale is 40 cents, every one of them lower than the commissioners' schedule.

Exhibit A-23 shows the percentage of the Illinois distance tariff for 276 miles as higher than the rates of the C. & E. I. for that distance, Chicago to Mount Vernon. The Illinois distance tariff for 276 miles is: First class, 51.1; C. & E. I. tariff rates, 50 cents; Detroit rates, 45 cents; Cincinnati rates, 40 cents. That is, from Detroit it goes 474 miles, and from Cincinnati, 301 miles.

Now we have the C. F. A. scale in operation in the State of Illinois, which is shown by the exhibit No. A-20, which is a joint freight tariff of the B. & O. S. W., and from it we gather the following figures:

From East St. Louis to Huey, Illinois, which is fifty miles, the first class rate is 12 cents, C. F. A. scale is 12 cents; the Illinois distance tariff, 29.1 cents; second class, the rate as indicated by their own tariff of the B. & O. S. W., is 11.50 cents, the C. F. A. scale is 11.50 cents, the Illinois schedule is 23.50 cents; third class, the tariff rate is 10.50 cents, C. F. A. scale 10.50, Illinois commissioners' schedule, 19.7 cents.

East St. Louis to Flora, Illinois, is 93 miles. The tariff rate as made by the railroad company itself is 23 cents first class; C. F. A. scale, 23 cents; Illinois distance tariff, 39.6 cents; second class, the tariff rate is 22 cents, the C. F. A. scale is 22 cents and the Illinois distance tariff is 30.2.

We even go up as high as 138 miles and we see we have got the same C. F. A. scale right in operation in Illinois today for from East St. Louis to Lawrenceville, as indicated in this tariff, the distance being 138 miles, the rate made by the B. & O. Southwestern is 37.50 first class; C. F. A. scale for the same distance, 27.2 cents; Illinois commissioners' schedule, 44.2 cents; second class, as shown by this tariff, 24 cents; C. F. A. scale, 24 cents; commissioners' schedule, 34.8 cents. And it goes through the other classes in the same manner.

Exhibit A-6 shows that the C. F. A. scale is practically in operation on the Vandalia Railroad as indicated by its joint freight tariff No. 1,851 in connection with the C. & E. I. on general merchandise. We find by a bill of sale of this—

Mr. Hamlin—Wait a moment. Do you speak there of the rate to Flora made by the railroad company, the B. & O. S. W. as a joint tariff rate, that is the schedule is denominated a joint tariff, but the rate is a rate from East St. Louis to Flora on the same line?

Mr. Streyckmans—Yes, the B. & O. goes from East St. Louis to Flora, and that is on their line.

Mr. Hamlin—I didn't know but the commission might be misled by the joint tariff proposition.

Mr. Streyckmans—Well, it is entirely in Illinois.

Mr. Hamlin—Yes, but it is not over two roads.

Mr. Streyckmans—No. This tariff shows that on the Vandalia Railroad, the distance from East St. Louis to Greenville, being fifty-one miles, the rate made in this tariff is 22 cents on first class, as against the Illinois distance tariff of 30 cents; on second class, the rate made is 20 cents, C. F. A. scale, 12.50 cents and the Illinois distance tariff is 24.4 cents.

At 101 miles, East St. Louis to Ettingham, the rate made in this tariff is 27.50 cents, as against 24.50 cents, C. F. A. scale, and 39 cents, Illinois distance tariff; second class, 25 cents as indicated by this tariff, C. F. A. scale, 22 cents Illinois distance tariff, 31.50 cents.

For 134 miles from East St. Louis to Casey, the tariff makes it 29 cents on first class, the C. F. A. scale, 27.50, the Illinois distance tariff, 43.7.

East St. Louis to Dennison, 158 miles. Now we get on an equality with the C. F. A. scale clear through. The rate made here by this tariff is, 30 cents first class, C. F. A. scale, 30 cents; Illinois distance tariff, 46 cents.

Mr. Hamlin—Is Dennison in Illinois or Indiana?

Mr. Streyckmans—In Illinois. These are I think, all points in Illinois. This tariff covers nothing but points in Illinois.

The second class tariff rate is 26 cents, the C. F. A. scale is 26 cents, the Illinois commissioners' schedule, 36.2 cents.

The third class tariff rate is 22 cents, C. F. A. scale, 21 cents, commissioners' schedule, 28.3 cents.

Commissioner French—How many miles is that?

Mr. Streyckmans—That is up to 158 miles.

Commissioner French—Have you got 300 miles there? What is that?

Mr. Streyckmans—I haven't got 300 miles, but that shows it in operation from fifty-one miles to 158 miles, jumping up to 100 and 158.

Exhibit A-5 is a local freight tariff, applying between East St. Louis, Illinois and Illinois stations on the Clover Leaf.

This tariff shows that from East St. Louis to Alhambra, a distance of 32 miles, a rate of 20 cents is made on first class, and the C. F. A. scale is 8.50 cents, and the Illinois distance tariff, 24.4.

The second class rate is 18 cents, C. F. A. scale, 8.50 cents, Illinois distance tariff, 20 cents; third class, 15 cents, C. F. A. scale, 8 cents, Illinois distance tariff, 16.9 cents.

From East St. Louis to Ramsey, 72 miles, this tariff makes the first class rate 20 cents; the C. F. A. scale, 18 cents; the Illinois commissioners' schedule is 33.8 cents.

Second class, 18 cents; C. F. A. scale, 16 cents; Illinois distance tariff, 28.2 cents.

Third class. The rate made is 15 cents; C. F. A. scale, 15 cents; Illinois commissioners' schedule, 23.2 cents.

For 132 miles from East St. Louis to Charleston, the tariff rate is 27.50 cents. the C. F. A. scale, 27.50; Illinois distance schedule, 43.7 cents.

Second class, the tariff rate is 24 cents; the C. F. A. scale, 24 cents; the commissioners' schedule, 34.3 cents.

Third class, the tariff rate is 20 cents; C. F. A. scale, 20 cents; Illinois distance tariff, 26.9 cents.

This runs up to 173 miles. From East St. Louis to Ridgely, the tariff rate is 31.50 cents; the C. F. A. scale, 31.50 cents.

Second class, 27 cents and 27 cents. They are the same up to the sixth class, follow the C. F. A. scale. The commissioners' schedule is 47.50 cents, as against 31.50 cents.

In every one of these instances, where I have made these comparisons between the tariff rate and the C. F. A. scale and the Illinois commissioners' schedule, it will be noticed that the tariff rate is considerably less than the schedule.

Exhibit A-4 is a tariff of the Big Four Railroad Company, showing class rates from East St. Louis, Alton, and East Alton, Illinois, to stations in Illinois.

Now I can make a comparison, Mr. French, up to 207 miles on this. From East St. Louis to Danville, 207 miles, the rate shown in this tariff is 33 cents, the C. F. A. scale is 34 cents, and the Illinois distance tariff is 49.50 cents.

Second class, from East St. Louis to Danville, 30 cents; C. F. A. scale, 29.50 cents; commissioners' schedule, 40 cents.

Third class, 23 cents; C. F. A. scale, 22.50 cents; Illinois distance tariff, 31 cents.

On the smaller mileage we take twenty-five miles from East St. Louis to Bethalto. The first class shown on this tariff is 18.6; second class, 16.6 cents; third class, 13.8 cents; fourth class, 9.2 cents; fifth class, 7.2 cents, as against the commissioners' schedule of 20.7 cents first class; 18.8 cents second class; 15 cents, third class; 11.3 cents, fourth class, and 9 cents, fifth class.

Now in addition to that we have the commissioners' commodity rates. I will not delay you long on those. It is absolutely impossible, if the court please, to go through this immense mass of commodity tariffs introduced here

and make any comparisons with it. We have here some of them offered by Mr. Keeper, some of them offered by the Chicago, Milwaukee & St. Paul, some of them offered by the C. & E. I. In fact they just about run the same. I figured some of them in order that the commission may see how much less they are in some instances than the commissioners' schedule of rates.

We take petitioners' exhibit 15. The rate from Chicago to Lexington, Ill., in group 2, is 31 cents. Under the commissioners' schedule, it would be 42.1 cents, or a difference of 27 per cent.

On group 4, it is 16 cents as against 20.68 cents commissioners' schedule, making it 22 per cent. less. From Chicago to Shirley, the rate is 32 cents, the commissioners' schedule is 45 cents, making a difference of 29 per cent.

On group 4, the rate in this tariff is 16, as against the commissioners' schedule of 22.68, making a difference of 29 per cent. When we get to the group including Carlinville, Auburn, Springfield Junction, and so forth, that is 223 miles, the rate is 34 cents, as against 52.19 cents, commissioners' schedule, making a reduction of 32 per cent.

On group 4, the rate given here is 17 cents as against the commissioners' schedule of 21.19, making a difference of 32 per cent., and they seem to run in percentages on either group. Group 1 is 32 per cent less than the commissioners' schedule, on 223 miles, and so is group 3, and we find the same at 156 miles, but the percentage is 29 instead of 32 at 156 miles.

Exhibit 16 is also a Chicago & Alton tariff. Take first class and fourth class. The distance from Chicago, the percentage as indicated on this tariff is 14 per cent Chicago to Virden: 11 per cent on group 3, from Peoria to Dwight, the rate named here is 29.61 cents, and the commissioners' schedule is 34.78, making 15 per cent.

This tariff runs all the way from 11 to 15 per cent less than the commissioners' schedule.

Chicago & Alton Railroad Company, exhibit No. 14, being special commodity tariff, the rate from East St. Louis to Sherman, Murphysville, Eckhart, Baldwin, Lincoln Center, is 31 cents; commissioners' schedule 42 cents, percentage 27 per cent. When we get to Funk's Grove, Shirley, McLean, the per cent is 29, and when we get down to Paducah Junction and Pontiac, the percentage is 32. less than the commissioners' schedule.

Now we take the C. & E. I. tariff, which is exhibit No. 88. We find that the C. & E. I. carries the freight at less than the commissioners' schedule; beginning with 50 miles, first class, they carry first class at 25 cents, as against 29.14 cents commissioners' schedule; second class, 22 cents, as against 23.50; third class, 19.50 cents, as against 19.74 cents; fourth class, 12.50 cents as against 14.10 cents commissioners' schedule.

It is 77 miles to Watseka. Their rate is 30 cents as against 34.78 commissioners' schedule; 25 cents as against 29 cents; 20 cents as against 23 cents; 13 cents as against 16 cents.

For 100 miles, 30 cents as against 38 cents; 25 cents as against 31 cents; 20 cents as against 24 cents; 13 cents as against 18 cents, 12 cents as against 15 cents, and it goes through clear up to 200 miles.

The T. P. & W. special freight tariff shows that they carry for 125 miles, first class, 42.77 cents commissioners' rate, and they carry for 37 cents.

Second class, commissioners' rate 33 cents, and they carry for 28 cents.

Third class, 26 32 cents, and they carry for 24 cents, making on 125 miles a percentage of decrease of 13½ per cent on first class, 16 per cent on second, 8.8 per cent on third, 8 per cent on fourth, 3.3 per cent on fifth.

On 111 miles they carry for 25 per cent less on first class than the commissioners' schedule; 19 per cent on second; 14½ per cent on third; 29½ per cent on fourth and 31 per cent less on fifth.

Exhibit No. 77 shows the special jobbers' rates that were given from Bloomington, Illinois. I will only take one as an example.

To Peoria these commodity rates are 29 per cent less than the schedule on first class; 24 per cent on second class; 25 per cent on third class; 27 per cent on fourth class; 26 per cent on fifth class and 31 per cent on sixth class. That is on the Illinois Central.

Now we take the Big Four exhibit No. 78, from Bloomington to Danville.

The percentage on first class is 32; second, 23; third, 22; fourth, 26; fifth, 33 per cent less than the commissioners' schedule.

Then we have Mr. Cook's exhibit of the C. & E. I., which shows that they are carrying commodities—even though now we have shown that the C. & E. I. carried their freight less than the commissioners' schedule by reference to exhibit No. 88, notwithstanding that, Mr. Cook testified that they had commodity rates here which are from 21 to 31 per cent less than the commissioners' schedule, as indicated on Mr. Cook's exhibit A.

Now, the other commodity rates will run that way excepting on lumber and so forth, where they will run a good deal less than the percentages I have enumerated to the commission on heavy stuff.

Now, if the court please, I want to say something about Mr. Peabody's testimony, and then I will close.

Mr. Peabody introduced here a statement showing the result in Illinois on the basis of the apportionment of interest and dividend charges. It must be remembered by the commissioners that Mr. Peabody is a statistician. He has taken the total of the miles operated by the Santa Fé Railroad Company, which is 5,031 miles.

Mr. Peabody has made a statement on what he calls the train mileage basis. In other words he has taken as reported by the Santa Fé Railroad Company to this commission, their capital stock, which covers 8,000 miles of road. Mr. Peabody has taken 5,000 miles of that as the operating end of it and he has figured that under the train mileage basis, that we do 11 per cent of the business in Illinois that is done on the entire 5,000 miles of Santa Fé Railroad.

But when he comes to figure the dividends that we are to pay in Illinois, he finds eleven per cent of the entire capitalization of the Santa Fé System, which includes 8,000 miles because Illinois did eleven per cent of the business done on 5,000 miles of the line. In other words, he makes us pay dividends on \$23,000,000 worth of capital stock in Illinois, whereas on the track mileage basis the dividends are on about \$8,000,000.

Now, if we take his own figuring, use the train mileage basis to ascertain the earnings and operating expenses, we will come to the following result:

The gross earnings under the train mileage basis were \$4,720,154; the operating expenses, \$2,834,369, leaving an income from operation of \$1,885,785. Now, Mr. Peabody in his figures makes us pay the interest and the dividends on the capital stock of 3,000 miles of railroad, or our share of it, and he fails to give us anything from the income from that property, he leaves that out entirely. Now, if we add income from property on the track mileage basis—my figures so far agree with Mr. Peabody's—we have \$331,584. We are entitled to that income from property. The total income \$436,037, leaving us \$1,781,296 in Illinois, instead of \$605,000 deficit as indicated by Mr. Peabody.

Now, instead of making two and thirty-one hundredths per cent, that would make about 20 per cent on the capital stock apportioned to Illinois on the track mileage basis. But if we do not use that figure, if we just take the figure and apportion to Illinois the \$331,000 of income which we are entitled to, we find the net income after deducting the fixed charges is, \$861,808, which would make, taking the track mileage basis and apportioning the capital stock of the Santa Fé Railroad Company to Illinois, which would make about 10.57 per cent on the entire capital stock in Illinois instead of 2.31 per cent as figured out by Mr. Peabody.

Now, Mr. Peabody makes the Pennsylvania company lose \$1,367,460 according to his figures. He said that they were worked out on the train mileage basis. If we worked it out on the train mileage basis, we find 2.46 per cent of the train mileage in Illinois gives us gross earnings of \$853,053, operating expenses \$118,069, making income from property \$734,984—that is income from operation, I mean. Income from property, \$174,841, which leaves a total income of \$909,825.

Now, the fixed charges apportioned on the train mileage basis would be \$344,004, leaving a net income for the Pennsylvania Company of \$565,821 in Illinois instead of a deficit of \$1,367,460 as indicated in the statement of Mr. Peabody.

Now, one might go through the same process with the rest of them, but that is what the table amounts to. He said that was worked out on the train mileage basis, and the fact of it is those were copied, some of the figures were

copied from the report of the Railroad and Warehouse Commission, some of them were worked out on the train mileage basis. If it was worked out on the train mileage basis, the Pennsylvania would have an income of \$565,821 instead of a deficit.

Now, Mr. Peabody made a reference to the density of traffic in various states. As far as that is concerned, with the evidence that we have on the population per mile, it was not necessary for us to make subdivisions. We took the mileage of one state and took the population and divided by that, and that is the only accurate way of doing that, and he has offset the Northern Peninsula of Michigan by the parts of New York and Pennsylvania containing Pittsburg and Buffalo, and his figures in that regard cannot be given any authenticity at all because they do not show the actual conditions. That will be all, if the Court please.

Thereupon Mr. Hamill addressed the commission as follows in behalf of the respondents:

May it please the Commission—Counsel for the petitioners have not made any complaint or attack on the rates of the road that I represent, the Louisville & Nashville, and therefore, there is nothing to reply to his argument. I presume there is no complaint of the rates, or if there had been, we would have heard of it, so I will have to proceed without replying to it. His comparisons have been in reference to rates on other roads, and the gentlemen here representing those roads will take care of them.

While the commissioners are hearing this case en masse as to all of the railroads, each road must stand on its own bottom and be judged on the record it has made by itself, and not on the record introduced by others.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF ILLINOIS.

Quincy Freight Bureau,
All Intervening Petitioners,
Chicago Shippers Association,

Petitioners.

vs.

Chicago, Burlington & Quincy Railroad Company,
Chicago, Milwaukee & St. Paul Railway Company,
Chicago & Northwestern Railway Company,
Illinois Central Railroad Company, *et al.*,

Defendants.

Application for Reduction and Reclassification of Freight Rates.

BRIEF AND ARGUMENT FOR LOUISVILLE & NASHVILLE RAILROAD COMPANY.

STATEMENT OF FACTS.

The Louisville & Nashville Railroad Company operates under a lease for forty-nine years from the 27th of January, 1881, unless sooner forfeited, a line of railway owned by the Southeast & St. Louis Railway Company, and extending from the city of East St. Louis in St. Clair County, Illinois, in a southeasterly direction through the counties of St. Clair, Clinton, Washington, Jefferson, Hamilton and White to the Big Wabash river, thence across that river and through the counties of Posey and Vanderburgh in the state of Indiana to the city of Evansville, Indiana, one hundred and sixty-one miles with a branch from McLeansboro in the county of Hamilton, extending south-eastwardly through the counties of Hamilton, Saline and Gallatin to Shawneetown on the Ohio river, forty-one miles, and another branch from Belleville in St. Clair county to O'Fallon in the same county, six miles. The percentage of the line of road in Illinois is 86.56. Outside of St. Clair county there is not more than one city on the main line of the road having a population of as many as five thousand inhabitants, and outside of the same county there are no manufacturing cities or towns on the main line or branches in the State. East of St. Clair county the population in the territory traverse by the road is very sparse, the travel light, the soil thin and poor, crops and products of the soil the same, and the local traffic ever since the road was

built, and for generations to come will be, very light. The conditions on the branches unfavorable to traffic are even much worse than on the main line; the population more sparse and the country, with poor resources to begin with, undeveloped. Little is produced for shipment and less shipped in for consumption. The evidence shows that ever since it has been operated by the Louisville & Nashville Railroad Company, the road except in 1903 and 1904 has failed to earn sufficient to pay operating expenses, interest on bonded indebtedness and taxes.

No evidence was introduced showing or tending to show that business would be greater in the future than it had been in the past, and while existing conditions continue, traffic will not improve.

No commodity rates, or rates lower, or other, or different than those established by the commission were shown to be in force on the road in Illinois, and no complaint of the rates by any shipper or shippers, nor by any city, town or station were shown to exist, and no reason has been given by any evidence introduced to prove that any change should be made in existing rates.

Mt. Vernon, Illinois, was selected by petitioners as a place for comparison between the scale of rates made by the Central Freight Association on interstate traffic for long distances and the rates on lines running from Chicago south through the State, but none of the rates thus compared were rates on the Louisville & Nashville Railroad as in this State it is an east and west line and not a north and south line, and it was not shown that the Central Freight Association scale of rates were at present, or even had been in force on that road, or that any rates lower than those established by the commission have ever been in force.

The evidence shows the value placed by the railroad companies on their respective roads when returned to the Auditor for taxation; also the valuation placed by the Board of Equalization upon the property of each company as valued and assessed by the board for taxation. Tables giving these respective values were introduced in evidence and are exhibits to the testimony of H. P. Cornick. (See evidence taken June 12 to 15, 1905, pp. 365-374; also see copies of tables attached hereto marked exhibits "A" and "B".)

The ratio of domestic freight transported from one station in Illinois to another station in Illinois to all freight business passing over the road in Illinois is shown by these tables to be 21.4 per cent. The cost of handling domestic traffic moved solely within the State over and above the cost of handling interstate or through traffic is proved to be not less than 10 per cent, and in the opinion of experts on that subject may reach 25 or 30 per cent or more.

Taking the year 1904, the most prosperous in the history of the road, when the business handled was greater than ever before on account of the temporary increase brought about by the World's fair in St. Louis, and after deducting cost of general expenses, conducting transportation, maintenance of way and equipment, interest on bonded indebtedness and taxes chargeable to domestic traffic or traffic moved solely within the State, and 10 per cent, the additional cost for handling domestic business as compared with interstate business, the per cent earned on the assessed value of the road as valued and assessed by the State Board of Equalization for that year on domestic business moved within the State was only 3.16 per cent. While the returns made by the railroads of their property to the State Auditor for taxation are made under oath, the State Board of Equalization is not bound by the value fixed by the railroads upon their property, and as a matter of fact, pay no attention to such valuations in determining what is the real and true value of the property. The main object in having the railroads make returns of their property under oath, is not for the purpose of having them fix a value on their property for taxation, but to get them to make a true and complete return of all the property which they own or control so that it may be assessed for taxation. Whether the railroads value their property high or low, the State would not be bound by any valuation which they place upon it. The owners of certain kinds of property, whether an individual or corporation, are required to return it under oath for taxation, but can not fix the value at which it shall be assessed; the State reserves that right to itself through the means which it has provided for that purpose, and for assessing railroad

property that is the State Board of Equalization, and it can not be contended that to take the valuation fixed by the State Board of Equalization, at which it assessed this railroad for the year of 1904 is unfair or unreasonable. In fact, to take any other valuation would be unfair and unreasonable, for any other valuation could only approximately approach the true valuation, while that fixed by the State Board of Equalization, according to all standards, must be taken to be the only true valuation. Upon that valuation 3.16 per cent is the most earned by this road in the most prosperous year of all its history on all domestic freight carried to and from all points within the State. If 3.16 per cent is all that it earned under the most prosperous conditions within its history, it is conclusive that under ordinary conditions the 3.16 per cent would wholly disappear and there would be a deficit instead of any profit.

Corporations engaged in the business of transportation have the same right to make reasonable profits on their capital invested in business as those engaged in any other business. What other business in which individuals or corporations invest their money does not make more than 3.16 per cent on the capital invested?

If in the most prosperous year the road has ever had under the rates established by the commission it was not able to earn more than 3.16 per cent on the capital invested on all the domestic business moved within the State, and if, as it must be admitted, 3.16 per cent is not a reasonable profit on the capital invested, then the conclusion is absolutely irresistible that any reduction of rates whatever, as to this company, would be absolutely depriving it of the power to earn reasonable profits on the capital invested, and would, in law, be a taking of its property for public use without just compensation, in violation of the Constitution of United States.

BRIEF AND ARGUMENT.

It is a right recognized by the governments of all civilized countries that natural and artificial persons (corporations) shall be permitted to make and receive reasonable profits on their capital invested in business, and it is a part of the duty for which governments are established and maintained to protect such rights: This right in this country is sanctioned and protected by the Constitution of the United States and of each state. Railroad corporations, like individuals, are entitled to be protected in the enjoyment of that right, and in the language of the Supreme Court of the United States in *Reagan vs. the Farmer's Loan and Trust Company*, 154 U. S. 362-398: "It is within the scope of judicial power and a part of judicial duty to restrain anything which in the form of a regulation of rates operates to deny to the owners of property invested in the business of transportation that equal protection which is the constitutional right of all owners of other property."

The uncontradicted facts as shown by the evidence are that this company under the present rates fixed by this commission in the most prosperous year of the company's history did not earn fair and reasonable profits on its capital invested, and any reduction of the rates as to it would be not only absolutely unjust and unreasonable, but in law would amount to a taking of private property for public use without just compensation or without due process of law, in violation of Section One of the Fourteenth Amendment to the Constitution of the United States, and in violation of Section Two of Article Two of the Constitution of Illinois.

The power to make and regulate rates does not carry with it the power to destroy or confiscate property, but it does invariably carry with it the implied condition that the rates made must be based on such foundation that they will enable the company for which they are made to earn reasonable profits on the capital invested, otherwise they are not reasonable.

In *Stone vs. Farmer's Loan and Trust Company*, 116 U. S. 307-331, a suit brought to enjoin the Railroad Commission of Mississippi from enforcing against the Mobile & Ohio Railroad Company the provision of the statute of Mississippi to provide for the regulation of freight and passenger rates on railroads in that state, Mr. Chief Justice Waite in delivering the opinion of

the Court said: "This power to regulate is not a power to destroy, and limitation is not an equivalent of confiscation. Under pretense of regulating fares and freights, the state cannot require a railroad corporation to carry persons or property without reward; neither can it do that which in law amounts to a taking of private property for public use without just compensation, or without due process of law."

In *Chicago, Milwaukee & St. Paul Railway Company vs. Minnesota* 134 U. S. 418-455, 456; which was a writ of error to review a judgment of the Supreme Court of the State of Minnesota, awarding a writ of mandamus against the railway company to compel it to comply with an act passed by the Legislature of Minnesota to regulate the rates to be charged by common carriers, Mr. Justice Blatchford delivering the opinion of the Court quoted the same language used by Mr. Chief Justice Waite in *Stone vs. Farmer's Loan and Trust Company*, *supra*. After making that quotation, on page 458 Mr. Justice Blatchford says: "In the present case the return alleged that the rate of charge fixed by the commission was not equal or reasonable, and the Supreme Court (of Minnesota) held that the statute deprived the company of the right to show that judicially The question of reasonableness of a rate of charge for transportation by a railroad company, involving as it does the element of reasonableness both as regards the company and as regards the public, is eminently a question for judicial investigation, requiring due process of law for its determination. If the company is deprived of the power of charging reasonable rates for the use of its property, and such deprivation takes place in the absence of an investigation by judicial machinery, it is deprived of the lawful use of its property, and thus, in substance and effect, of the property itself without due process of law and in violation of the Constitution of the United States; and in so far as it is thus deprived, while other persons are permitted to receive reasonable profits upon their invested capital, the company is deprived of the equal protection of the laws."

Minneapolis Eastern Railway Company vs. Minnesota, 134 U. S. 467.

In *Reagan vs. Farmers' Loan and Trust Company*, 154 U. S. 362-397, 398, a suit brought to enjoin the Railroad Commission of Texas from putting in force the rates established by the commission under authority of an act passed by the Legislature of that state, Mr. Justice Brewer, in delivering the opinion of the Court, on page 398, quotes the language used by Mr. Chief Justice Waite, in *Stone vs. Farmer's Loan and Trust Company*, *supra*, and after referring to other decisions of the Supreme Court of the United States on page 398. Mr. Justice Brewer on page 399 says: "These cases all support the proposition that while it is not the province of the courts to enter upon the merely administrative duty of framing a tariff of rates for carriage, it is within the scope of judicial power and a part of judicial duty to restrain anything which, in the form of a regulation of rates, operates to deny to the owners of property invested in the business of transportation that equal protection which is the constitutional right of all owners of other property. There is nothing new or strange in this. It has always been a part of the judicial function to determine whether the act of one party (whether that party be a single individual, or an organized body, or the public as a whole) operates to divest the other party of any rights of person or property. In every constitution is the guarantee against the taking of private property for public purposes without just compensation. The equal protection of the laws which, by the Fourteenth Amendment, no state can deny to the individual, forbids legislation, in whatever form it may be enacted, by which the property of one individual is, without compensation, wrested from him for the benefit of another or of the public. This, as has often been observed, is a government of law, and not a government of men, and it must never be forgotten that under such a government, with its constitutional limitations and guarantees, the forms of law and the machinery of government, with all their reach and power must in their actual workings, stop on the hither side of the unnecessary and uncompensated taking or destruction of any private property legally acquired and legally held."

In *Smyth vs. Ames*, *Smyth vs. Smith* and *Smyth vs. Higginson*, 169 U. S. 466-522. Suits brought by stockholders of all the principal railroads in the

State of Nebraska to enjoin the putting in force of an act passed by the Legislature of that State and approved April 12, 1893, "To regulate railroads, to classify freights, to fix reasonable maximum rates to be charged for the transportation of freights upon each of the railroads in the State of Nebraska, and to provide penalties for the violation of this act."

These cases, involving the constitutionality of the Nebraska statute, were heard by Mr. Justice Brewer of the Supreme Court of the United States in the Circuit Court of the United States for the District of Nebraska. Mr. Justice Harlan, in delivering the opinion of the Court, on page 522, said: "By the Fourteenth Amendment it is provided that no state shall deprive any person of property without due process of law, nor deny to any person within its jurisdiction the equal protection of the laws. That corporations are persons within the meaning of this amendment is now settled. *Santa Clara County vs. Southern Pacific Railroad*, 118 U. S. 394, 396; *Charlotte, Columbia & Augusta Railroad vs. Gibbes*, 142 U. S. 386, 391; *Gulf, Colorado & Santa Fe Railway vs. Ellis*, 165 U. S. 150, 154. What amounts to deprivation of property without due process of law, or what is a denial of the equal protection of the laws, is often difficult to determine, especially where the question relates to the property of a quasi public corporation and the extent to which it may be subjected to public control. But this court, speaking by Chief Justice Waite, has said that, while a state has power to fix the charges by railroad companies for the transportation of persons and property within its own jurisdiction, unless restrained by valid contract, or unless what is done amounts to a regulation of foreign or interstate commerce, such power is not without limit; and that, "under pretense of regulating fares and freights, the state cannot require a railroad corporation to carry persons or property without reward, neither can it do that which in law amounts to the taking of private property for public use without just compensation, or without due process of law." *Railroad Commission Cases*, 116 U. S. 307, 325, 331. This principle was recognized in *Dow vs. Heidelman*, 125 U. S. 680, 689, and has been reaffirmed in other cases. In *Georgia Railroad & Banking Co. vs. Smith*, 128 U. S. 174, 179, it was said that the power of the state to prescribe the charges of a railroad company for the carriage of persons and merchandise within its limits—in the absence of any provision in the charter of the company constituting a contract vesting it with authority over those matters—was "subject to the limitation that the carriage is not required without reward, or upon conditions amounting to the taking of property for public use without just compensation; and that what is done does not amount to a regulation of foreign or interstate commerce." In *Chicago, Milwaukee & St. Paul Railway vs. Minnesota*, 134 U. S. 418, 458, it was said: "If the company is deprived of the power of charging reasonable rates for the use of its property, and such deprivation takes place in the absence of an investigation by judicial machinery, it is deprived of the lawful use of its property, and thus, in substance and effect, of the property itself, without due process of law and in violation of the Constitution of the United States; and in so far as it is thus deprived, while other persons are permitted to receive reasonable profits upon their invested capital, the company is deprived of the equal protection of the laws."

On page 526 Mr. Justice Harlan laid down these propositions: "In view of the adjudications these principles must be regarded as settled:

"1. A railroad corporation is a person within the meaning of the Fourteenth Amendment declaring that no state shall deprive any person of property without due process of law, nor deny to any person within its jurisdiction the equal protection of the laws.

"2. A state enactment, or regulations made under the authority of a state enactment, establishing rates for the transportation of persons or property by railroad that will not admit of the carrier earning such compensation as under all the circumstances is just to it and to the public, would deprive such carrier of its property without due process of law and deny to it the equal protection of the laws, and would therefore be repugnant to the Fourteenth Amendment of the Constitution of the United States.

"3. While rates for the transportation of persons and property within the limits of a state are primarily for its determination, the question whethe

they are so unreasonably low as to deprive the carrier of its property without such compensation as the Constitution secures, and therefore without due process of law, cannot be so conclusively determined by the legislature of the State or by regulations adopted under its authority, that the matter may not become the subject of judicial inquiry."

On page 527, Mr. Justice Harlan says: "But despite the difficulties that confessedly attend the proper solution of such questions, the court cannot shrink from the duty to determine whether it be true, as alleged, that the Nebraska statute invades or destroys rights secured by the supreme law of the land. No one, we take it, will contend that a state enactment is in harmony with that law simply because the legislature of the state has declared such to be the case: for that would make the state legislature the final judge of the validity of its enactment, although the Constitution of the United States and the laws made in pursuance thereof are the supreme law of the land, anything in the constitution or laws of any state to the contrary notwithstanding. Art. VI. The idea that any legislature, state or Federal, can conclusively determine for the people and for the courts that what it enacts in the form of law, or what it authorizes its agents to do, is consistent with the fundamental law, is in opposition to the theory of our institutions. The duty rests upon all courts, Federal and state, when their jurisdiction is properly invoked, to see to it that no right secured by the supreme law of the land is impaired or destroyed by legislation. This function and duty of the judiciary distinguishes the American system from all other systems of government. The perpetuity of our institutions and the liberty which is enjoyed under them depend, in no small degree, upon the power given the judiciary to declare null and void all legislation that is clearly repugnant to the supreme law of the land.

"The conclusion reached by the Circuit Court was that the reduction made by the Nebraska statute in the rates for local freight was so unjust and unreasonable as to require a decree staying the enforcement of such rates against the companies named in the bill. *Ames vs. Union Pacific Railway*, 64 Fed. Rep. 165, 189. That conclusion was based largely upon the figures presented by Mr. Dilworth, while he was a secretary of the State Board of Transportation, as well as a defendant and one of the solicitors of the defendants in these causes. He was a principal witness for that board. His general fairness and his competency to speak of the facts upon which the question before us depends are apparent on the record. He stated that the average reduction made by the statute on all the 'commodities of local rates' was 29.50 per cent.; and this estimate seems to have been accepted by the parties as correct. He estimated that the percentage of operating expenses on local business would exceed the percentage of operating expenses on all business by at least ten per cent, and that it might go as high as twenty per cent or higher. And this view is more than sustained by the evidence of witnesses possessing special knowledge of railroad transportation and of the cost of doing local business as compared with what is called through business. Indeed, one of those witnesses states that the cost of carrying local freight is four times as much as the cost of through freight per ton per mile: and another, that the cost of the short haul is 'reasonably double the long haul.' If due regard be had to the testimony—and we have no other basis for our judgment—we are not permitted to place the extra cost of local business at less than ten per cent greater than the percentage of the cost of all business."

Mr. Justice Harlan, on page 539, says—"It is said by the appellants that the local rates established by the Nebraska statute are much higher than in the State of Iowa, and that fact shows that the Nebraska rates are reasonable. This contention was thus met by the Circuit Court: It is, however, urged by the defendants that, in the general tariffs of these companies, there is an inequality; that the rates in Nebraska are higher than those in adjoining states, and that the reduction by House Roll 33 simply establishes an equality between Nebraska and the other states through which the roads run. The question is asked. Are not the people of Nebraska entitled to as cheap rates as the people of Iowa? Of course, relatively they are. That is, the roads may not discriminate against the people of any one state, but they are not necessarily bound to give absolutely the same rates to the people of all the

states; for the kind and amount of business and the cost thereof are factors which determine largely the question of rates, and these vary in several states. The volume of business in one state may be greater per mile, while the cost of construction and of maintenance is less. Hence to enforce the same rates in both states might result in one in great injustice, while in the other it would only be reasonable and fair. Comparisons, therefore, between the rates of two states are of little value, unless all the elements that enter into the problem are presented. It may be true, as testified by some of the witnesses, that the existing local rates in Nebraska are 40 per cent higher than similar rates in the state of Iowa. But it is also true that the mileage earnings in Iowa are greater than in Nebraska. In Iowa there are 230 people to each mile of railroad, while in Nebraska there are but 190; and, as a general rule, the more people there are the more business there is. Hence, a mere difference between the rates in two states is of comparatively little significance." 64 Fed. Rep. 165. In these views we concur, and it is unnecessary to add anything to what was said by the Circuit Court on this point.

"It is further said, in behalf of the appellants, that the reasonableness of the rates established by the Nebraska statute is not to be determined by the inquiry whether such rates would leave a reasonable net profit from the local business affected thereby, but that the court should take into consideration, among other things, the whole business of the company, that is, all its business, passenger and freight, interstate and domestic. If it be found upon investigation that the profits derived by a railroad company from its interstate business alone are sufficient to cover operating expenses on its entire line, and also to meet interest, and justify a liberal dividend upon its stock, may the legislature prescribe rates for domestic business that would bring no reward and be less than the services rendered are reasonably worth? Or, must the rates for such transportation as begins and ends in the state be established with reference solely to the amount of business done by the carrier wholly within such state, to the cost of doing such local business, and to the fair value of the property used in conducting it, without taking into consideration the amount and cost of its interstate business, and the value of the property employed in it? If we do not misapprehend counsel, their argument leads to the conclusion that the state of Nebraska could legally require local freight business to be conducted even at an actual loss, if the company earned on its interstate business enough to give it just compensation in respect of its entire line and all its business, interstate and domestic. We cannot concur in this view. In our judgment, it must be held that the reasonableness or unreasonableness of rates prescribed by a state for the transportation of persons and property wholly within its limits must be determined without reference to the interstate business done by the carrier, or to the profits derived from it. The State cannot justify unreasonably low rates for domestic transportation, considered alone, upon the ground that the carrier is earning large profits on its interstate business, over which, so far as rates are concerned, the state has no control. Nor can the carrier justify unreasonably high rates on domestic business upon the ground that it will be able only in that way to meet losses on its interstate business. So far as rates of transportation are concerned, domestic business should not be made to bear the losses on interstate business, nor the latter the losses on domestic business. It is only rates for the transportation of persons and property between points within the state that the state can prescribe; and when it undertakes to prescribe rates not to be exceeded by the carrier, it must do so with reference exclusively to what is just and reasonable, as between the carrier and the public, in respect of domestic business. The argument that a railroad line is an entirety; that its income goes into, and its expenses are provided for out of a common fund; and that its capitalization is on its entire line, within and without the state, can have no application where the state is without authority over rates on the entire line, and can only deal with local rates and make such regulations as are necessary to give just compensation on local business."

Mr. Justice Harlan, on page 546, says—"We hold, however, that the basis of all calculations as to the reasonableness of rates to be charged by a corporation maintaining a highway under legislative sanction must be the fair value of the property being used by it for the convenience of the public."

in order to ascertain that value, the original cost of construction, the amount expended in permanent improvements, the amount and market value of its bonds and stock, the present as compared with the original cost of construction, the probable earning capacity of the property under particular rates prescribed by statute, and the sum required to meet operating expenses, are all matters for consideration, and are to be given such weight as may be just and right in each case. We do not say that there may not be other matters to be regarded in estimating the value of the property. What the company is entitled to ask is a fair return upon the value of that which it employs for the public convenience."

The Nebraska cases absolutely settle the question beyond all controversy that the reasonableness or unreasonableness of rates prescribed by a state must be determined without reference to interstate business done by the carrier, or to the profits derived from it. Under the rule laid down by the Supreme Court of the United States in those cases, the commission cannot take into consideration without a plain and open violation of the Constitution the interstate business done by the Louisville & Nashville Railroad Company or the profits derived from it, but must determine solely from the domestic business transacted what is a just and reasonable rate as between the carrier and the public, for it is only rates for the transportation of property between the points within the State that the State has the power to prescribe. The commission under this rule can take into consideration only rates for the transportation of property between points within the State, and we have already shown that on property transported within the State alone, the Louisville & Nashville Railroad Company in the most prosperous business year it ever had only made a profit on the capital invested of 3.16 per cent. It, therefore, is as conclusive and certain as a mathematical demonstration could make it that any reduction of rates as to it would not only deprive it of making reasonable profits on the capital invested, but would also absolutely deprive it of making any profits whatever. But the Constitution of the United States and of this State guarantees to it the right to make reasonable profits on the capital invested on its business and the commission as to it cannot without a plain and positive violation of these constitutional rights and guarantees make any reduction in the rates now in force. "If this company is deprived of the power of charging reasonable rates for the use of its property, and such deprivation takes place in the absence of an investigation by judicial machinery (and the investigation by this commission is not in law an investigation by judicial machinery), the company is deprived of the lawful use of its property, and thus, in substance, and effect, of the property itself, without due process of law and in violation of the Constitution of the United States; and in so far as it is thus deprived, while other persons are permitted to receive reasonable profits upon their invested capital, this company is deprived of the equal protection of the laws," guaranteed to it by the Constitution.

Chicago, Milwaukee & St. Paul Railway Company vs. Minnesota, 134 U. S., 418, 458.

In determining what are reasonable rates the commission should not only take into consideration the amount of the gross receipts derived from all domestic business, but also all reasonable and necessary expenses in producing those receipts. In Chicago, Milwaukee & St. Paul Railway Company vs. Tompkins, 176 U. S. 167, 174, 177, on this subject Mr. Justice Brewer in delivering the opinion of the Court says: "Now, it is obvious that the amount of gross receipts from any business does not of itself determine whether such business is profitable or not. The question of expenses incurred in producing those receipts must always be taken into account, and only by striking a balance between the two can it be determined that the business is profitable. The gross receipts may be large, but if the expenses are larger surely the business is not profitable. It cannot be said that the rates which a legislature prescribes are reasonable if the railroad company charging only those rates finds the necessary expenses of carrying on its business greater than its receipts."

On page 177 Mr. Justice Brewer continuing says: "But the testimony shows that the cost of doing local business is much greater than that of doing through business. If it should be 85 per cent of the gross receipts (and there was testimony to show that it was as much if not more.) then a reduction of

15 per cent in the gross receipts would leave the property earning nothing more than expenses of operation. These computations show that the method which the Court pursued was erroneous, and that without a finding as to the cost of doing the local business it is impossible to determine whether the reduced rates prescribed by the defendants were unreasonable or not."

For many years past, the law and the policy of this State and this commission in enforcing them in the interest of the public, and for the greater safety of persons and property, have required all railroads and the equipment and safety appliances thereon, to be kept in the highest and best physical condition and repair. To demonstrate what the policy of this State is upon this subject, it is only necessary to refer to two acts passed by the last legislature on this subject which are now in force and which it is made the duty of this commission to execute, that will increase the operating expenses of every railroad in the State. For the same period the wages of all employes engaged in railroad service have been high, and it is shown by the evidence introduced, higher in this State than in adjoining states. The high standard that has been reached in the physical condition of the railroads, their equipment and safety appliances in the interest of the public, and for the safety of persons and property should be maintained, but can not be, and the high rate of wages paid to employes in railroad service can not be continued if there should be a reduction of rates.

These are matters of much importance, both to the railroads and to the public and are entitled, and no doubt will receive the most careful and thorough consideration of the commission in reaching a final conclusion of the questions involved in this case.

This commission, by its decisions and administration of the law, has established a reputation for fairness and giving to all parties having business before it the "square deal." On the questions involved in this case, the commission knows the law and is as competent to administer it as any court. It can render such a decision as will be equitable and fair, and permanently settle, without further litigation or contest, the questions in the case, or it can render such a decision as will transfer the questions involved from the decisions of this commission to the courts to be contested and litigated for years to come without benefit to the petitioners or to the public.

We have faith in its wisdom and fairness, and that it will by the justness and impartiality of its decision in this case sustain its heretofore well-earned reputation.

Respectfully submitted,

J. M. HAMILL,

Attorney for Louisville & Nashville Railroad Company.

EXHIBIT "A."

ALL FREIGHT TRAFFIC IN ILLINOIS.

Valuation for taxation chargeable to freight traffic.	Gross freight earnings.	Operating expense and taxes chargeable to freight.	Net gain from operation freight traffic.	Percentage earned on assessed value by freight traffic.
\$3,205,136	\$1,313,574	\$910,531	\$403,043	12.6

Earnings all freight traffic in Illinois on basis of assessed value.

Assessed value chargeable to domestic freight traffic in Illinois.	Gross freight earnings domestic traffic in Illinois.	Operation expenses plus 10 per cent and taxes chargeable to domestic freight traffic.	Net earnings from operation domestic traffic.	Per cent earned on assessed valuation.
\$999,853	\$281,731 91	\$213,514 55	\$68,217 36	6.8

EXHIBIT "A." -Continued.

ALL FREIGHT TRAFFIC IN ILLINOIS.

Earnings of domestic freight traffic in Illinois basis on assessed value.

Assessed value chargeable to domestic freight traffic in State of Illinois	\$999,853 00
Gross freight earnings on domestic freight traffic in Illinois, i. e., business between points in Illinois	281,731 91
Operating expenses plus 10 per cent additional cost of handling local business and proportion of taxes and interest on bonds chargeable to domestic freight traffic in Illinois	251,121 33
Net result from operating freight traffic after deducting cost of general expense conducting transportation, maintenance of way and equipment, taxes and interest chargeable to domestic traffic	31,610 58
Per cent earned on assessed value	3.16 per cent
Assessed valuation for taxation	\$4,672,210 00
Taxes paid chargeable to—	
Passenger	\$15,265 54 31.4 per cent
Freight	33,353 03 68.6 per cent
	<u>\$48,616 57</u>

Assessed value chargeable to—	
Passenger	\$1,467,074 00
Freight	3,205,136 00
	<u>4,672,210 00</u>

Memo. of earnings and operating expenses on traffic in Illinois, L. & N. R. R. Co.

Gross revenue from all business in Illinois:

	Revenue.	Percentage.
Passenger, mail, express	\$ 601,032 00	31.4
Freight	1,313,574 00	68.6
	<u>\$1,914,606 00</u>	<u>100.0</u>

See page 113 commissioners' report, leaving out of consideration income from other sources than traffic.

Total operating expenses in Illinois (page 121)	\$1,278,685 00
Chargeable to—	
Passenger	31.4 per cent \$401,507 00
Freight	68.6 per cent 877,178 00
	<u>1,278,685 00</u>

Includes general expense conducting transportation, maintenance of way and equipment.

Gross freight earnings, all business in Illinois	\$1,313,574 00
Gross freight earnings, domestic business between points within State of Illinois	281,731 91
Ratio of domestic to all freight business in State of Illinois	21.4%
Proportion of assessed value, line in Illinois chargeable to domestic business, freight	999,853 00
Proportion of taxes paid chargeable to domestic traffic, freight	7,137 55
Proportion of operating expense plus 10 per cent chargeable to domestic freight traffic in Illinois	\$187,616 00
Plus 10 per cent	18,761 00
Increased cost of handling local business	<u>\$206,377 00</u>

EXHIBIT B.

TABLE NO. 1.

(a) Gross earnings per mile from all freight business in Illinois	\$7,233 48
(b) Operating expenses, per mile, including taxes on all freight business in Illinois	4,783 12
(c) Percentage of operating expenses and taxes to gross earnings on all freight business in Illinois	66.12%

Exhibit B—Concluded.

TABLE NO. 2.

(a) Ratio of domestic gross earnings from freight to total gross earnings from all freight business.....	21.4%
(b) Value or cost of reproduction per mile.....	\$44,394 34
(c) Portion of value or cost of reproduction per mile engaged in doing domestic freight business in Illinois.....	9,500 39
(d) Gross earnings per mile from domestic freight business in Illinois.....	1,551 30
(e) Operating expenses and taxes per mile on domestic freight business in Illinois, plus 10 per cent for extra cost of doing domestic business.....	1,128 26
(f) Net earnings per mile from domestic freight business in Illinois.....	423 04
(g) Per cent earned per mile on domestic freight business in Illinois, based upon portion of value or cost of reproduction of road engaged in domestic business.....	4.45

TABLE NO. 3.

(a) Value or cost of reproduction per mile.....	\$44,394 34
(b) Gross earnings per mile from all freight business in Illinois.....	7,233 48
(c) Operating expenses, including taxes, per mile on all freight business in Illinois.....	4,783 12
(d) Net freight earnings per mile.....	2,450 36
(e) Per cent earned per mile on all freight business in Illinois.....	5.32

TABLE NO. 4.

(a) Net earnings per mile on domestic freight business in Illinois.....	\$ 423 04
(b) Equal to 5 per cent on the following valuation per mile.....	8,460 80

TABLE NO. 1.

(a) Gross earnings per mile from all business in Illinois.....	\$10,594 50
(b) Operating expenses, per mile, including taxes, on all business in Illinois.....	7,308 54
(c) Percentage of operating expenses and taxes to gross earnings on all business in Illinois.....	68.61%

TABLE NO. 2.

Ratio of domestic gross earnings to total gross earnings from all business.....	23.08%
Value or cost of production, per mile.....	\$44,394 34
Portion of value or cost of reproduction per mile engaged in doing domestic business in Illinois.....	10,246 21
Gross earnings per mile from domestic business in Illinois.....	2,445 19
Operating expenses and taxes per mile on domestic business in Illinois, plus 10 per cent for extra cost of doing domestic business.....	1,845 38
Net earnings per mile from domestic business in Illinois.....	599 81
Per cent earned per mile on domestic business in Illinois, based upon portion of value or cost of reproduction of road engaged in domestic business.....	5.85%

TABLE NO. 3.

Value or cost of reproduction per mile.....	\$44,394 34
Gross earnings per mile from all business in Illinois.....	10,594 50
Operating expenses, including taxes, per mile on all business in Illinois.....	7,308 54
Net earnings per mile.....	3,285 96
Per cent earned per mile on all business in Illinois.....	7.4%

TABLE NO. 4.

Net earnings per mile on all domestic business in Illinois.....	\$ 599 81
Equal to 5 per cent on the following valuation per mile.....	11,996 20

Thereupon Mr. Drennan addressed the commission in behalf of the respondents, as follows:

ARGUMENT BY J. G. DRENNAN.

If the commission please, I shall occupy your time but a few minutes. I believe that I have been here at every session, and I think I have heard all of the testimony that has been introduced in this case and given it careful attention.

The conditions disclosed by the testimony show to a casual observer, as Mr. Hamlin said, the freight rates in this State were something like a piece of patchwork. That grows out of business conditions, the necessities of the situation. The comparisons made here by Mr. Streyckmans are fair illustrations of how figures may be tortured when separated from conditions. For an illustration, right here in the city of Springfield, by way of the Wabash, from Springfield to Decatur, it is thirty-nine miles. By way of the Illinois Central it is 170 miles. The rate over the Wabash and the Illinois Central must necessarily be the same to the shipper. While we carry the same carload of goods from Springfield to Decatur that the Wabash carries for the same money, the distance is four and a half times as great. Why? Because if it was not done there would be no competition, and the I. C. would get no business. Yet Mr. Streyckmans would hold up his hands in horror and say that the Wabash was charging four times as much for carrying freight as the Illinois Central was, because we carried 170 miles where they carried thirty-nine miles. It is the conditions that demand that that should be done. The rate on the two roads must be the same regardless of the distance, or one road would do all of the business. A merchant transacting business on the line of the Illinois Central, could not get into Decatur at all if he was not permitted to get there at the same rate.

Take it, say, to Gibson City. The distance over the Illinois Central is but eighty-four miles; over the Wabash it is 109 miles, and yet the merchant who ships over the Wabash or the manufacturer who has his factory located on the line of the Wabash must get to Gibson City at the same price that the man gets over the Illinois Central. The Wabash is forced by conditions to make the rate the same.

It is the same between Chicago and St. Louis. The shorter line makes the rate, and the longest line must come to that rate or do no business.

And now to pick out the road say, between Peoria and Decatur—say the Wabash—and compare with the rate on the Illinois Central to Decatur, would be similar to some of the things picked out here by Mr. Streyckmans and brought forward.

It reminded me of the peddler that used to stay all night at my father's house, I guess because it was always free, my father being a Kentuckian. He insisted to us boys that we could read any chapter in the New Testament and he could show one or another place that was exactly a contradiction, and he had a way of juggling language that made it look that way, and yet you read the New Testament—the whole thing together—and it is a continuous true story.

Commissioner French—You don't know about that.

Mr. Drennan—I believe it. My mother taught me that, and I have taken her word for it implicitly. I believe it. I believe all the teachings of my mother, that is good enough, that it is true, that it forms one continuous story of religion.

Commissioner French—What pleases us is that we can get you to admit it.

Mr. Drennan—Now, from one end of this record to the other, no shipper has shown that his business has decreased in the State of Illinois during the last one year, two years, five years or ten years. No shipper has come forward here and said that his business is not prosperous. No shipper has come forward and shown that he has been driven out of any territory by competition from the east, and western freight rates—from the eastern freight rates—not one. But on the contrary, the statistics introduced by the railroad companies show that there is an era of prosperity in the State of Illinois that does not exist in any other state adjoining it; that we are the commercial distributing center of the west. We have more miles of railroad, more employes, the wage scale is higher by from 15 to 25 per cent than it is in the states east of us. That is shown by the testimony and is uncontradicted.

Now, if any shipper had suffered in his business, it was in the power of that shipper to come forward and show wherein he was damaged. None have come forward and shown that their business had decreased, that they have suffered. Now, we have these conditions in Illinois. In 1870, as was shown by Mr. Clark, and is not disputed here, and is shown by all statistics, the rate per ton per mile was two cents. At the present time it is three quarters of one per cent. Wages have increased more than thirty per cent. Railroad

equipment and material necessary for its maintainance has increased from fifteen to forty per cent, and in some cases 109 per cent. Taxes have increased. The prosperity of the State has been without a parallel, and now why should the conditions in Illinois be disturbed without some showing that somebody has been hurt, or injured in their business by the present conditions?

We respectfully submit that this record is barren of any evidence that any individual shipper or manufacturer has been injured in his business, or has failed to prosper under the conditions in the State of Illinois. My recollection is that four out of five of the manufacturers of the State of Illinois, have protested against a change in the freight rates in this State. It does seem to me, gentlemen, that there is no occasion for a disturbance of the conditions of prosperity that exist in the State of Illinois by tinkering with the tariffs of the State.

That is all I care to say.

Argument to the commission, by Mr. William Brown, in behalf of the respondents:

MR. CHAIRMAN, GENTLEMEN OF THE COMMISSION—There has been a great deal of testimony introduced here, and a great many arguments made, so much that I feel that I am imposing on the commission to say anything; but it seems to me that in the discussion of the merits of this controversy, we should first determine what it is.

Now, it was said this morning that this was a proceeding upon the initiative of the commission. That is not true. I mean by that, that it is a mistake; that this is a proceeding brought by parties against the railroads here for the purpose of requiring or asking the commission to make a reduction of the maximum tariff of this State. The tariff exists, and the question in my judgment, is whether, upon the showing made by the petitioners, a case is made which would justify the commission in changing the schedule of maximum rates. Now, under the statute you have the right—there is no question about that. I have no quarrel with General Hamlin about his constitutional or statutory law in this State. It is plain. The commission is organized for the purpose: but I wish to invite the attention of the commission to that condition which the schedule of maximum rates will be changed. Under the statute the Railroad and Warehouse Commission are: "Hereby directed to make for each railroad corporation doing business in this State, as soon as practicable, a schedule of maximum rates of charges for the transportation of freight and passengers and cars of each of the said railroads, and said schedule in all suits and so forth may be used. Said commissioners shall from time to time as often as circumstances may require, change and revise said schedules."

Now the question arises, having made your schedule, whether the time has arrived and the circumstances exist which require you to change and revise said schedule. I look in vain to the testimony of any particular gentleman, or to any particular documentary evidence which they have introduced, to find any such circumstances as may require this commission to change its schedule of maximum rates. There seems to have been a vague idea on the part of the gentlemen from the other side that this commission makes the rates. That is not so either as a business, or a legal proposition.

Much has been said here about the fact that the railroads are making rates less than the schedule of rates. That proceeds upon the idea that you are to make the rates, and when you have made the rate, then any deviation from that rate penalizes the railroad to the extent that you confess the rate is too high, and therefore, the circumstances have arisen which require you to revise it.

Now, the commission does not make the rate. It sets the reasonable maximum rates beyond which the railroads cannot go. There is a power behind us all which makes the rates, and that is the necessities of commerce, the necessities of the people, and the opportunities which they have for the use of the facilities which carry on the transportation of this country, and none of us have ever yet, and none of us will ever see the time when anything else than the necessities of commerce will make the rates of transportation either of passengers, or of freight in this State.

Now, disabusing our minds of the theory that you make the rates, I want to call your attention to the fallacy of the position taken by the gentlemen upon that one proposition. Is it to be understood that no railroad shall make a rate less than your schedule of maximum rates, under the penalty of having all of the rates reduced? It seems to me that the policy of this commission and of this State should be to encourage railroad companies to carry freight and passengers as cheaply as they can; and that they should have no fear because they reduce the rate beyond the maximum fixed by the commission that every one of their rates may be comparatively reduced. Now, that is all I believe I want to say upon that part. I believe that the commission should encourage the railroads to carry freight and passengers as cheaply as they can do so consistently with their duties to the the public to carry safely and well, and nothing more.

Now, I would like to inquire for a moment where we stand. I have a profound respect for my friend, General Hamlin, and I therefore, take the liberty of quoting from General Hamlin in reference to the status of this case. In the proceedings of May 16, General Hamlin said of the form of proceedings:

"The necessity of the introduction of this testimony is apparent to any one who is familiar with the law covering the fixing of railroad rates. It is my opinion that the evidence heretofore offered is not sufficient upon which this commission could base a decision, or make a reasonable maximum schedule of rates under the law governing the making of rates as has been held by the Federal courts in numerous decisions, hence I, representing these petitioners recognize the necessity of the introduction of additional testimony."

Now, General Hamlin there admits that up to that time no case has been made, which brings you within the statute requiring you to make a revision of the schedule.

Now, I have listened with a good deal of interest and satisfaction to the argument of Mr. Streyckman. He manifests a great deal of diligence and skill and ingenuity in working this evidence up and presenting it in a manner most favorable to his side of the case, but I submit that under the decision of the Supreme Court of the United States, all of the testimony which has subsequently been introduced is as weak and of less force than the testimony which had been introduced before.

I want to get rid of the law points before I go to the facts

Now what has been the course of the testimony since Mr. Hamlin begun his case, admittedly of no force before. He now comes down in his effort to bring himself as nearly as may be within the decisions of the courts as to the basis upon which freight rates may be made, and for the purpose of reaching those points, he undertakes to show the value of the railroads. How does he do it? He takes the statement made by the railroad companies as to the value of their property. It is an element of course, to be considered in the determination of rates, and it is because we are entitled to a return upon the value of the property. But he has adopted a policy which I say is unjust and illegal, and his testimony upon the question of the value of the roads should be excluded from the consideration of the commission, and therefore his case predicated upon that as his base, falls to the ground.

Now, I undertake to say and I urged it before the commission when it arose, that the statement made by the railroads as to the value of their property for the purposes of taxation is inadmissible, and not to be considered. Now, if you exclude that, as you must I think under the authorities, upon what basis are you going to proceed to determine how much they may raise in revenue from their roads. He has adopted that and the further ascertainment made by the State Board of Equalization, and they are equally inadmissible.

Now, I want to call your attention to the law of the case. I read from the case of the Cincinnati, Hamilton & Indianapolis Railroad Company vs. McDougal, 108th Indiana, page 182. "It was proposed to show that five (horses) were worth at least \$250. This evidence was excluded. There was no error in this ruling. As against the lister, assessment lists are competent evidence to show whether or not the particular property in controversy was claimed or owned by him at the time he made the lists. Such lists are, however, not competent either for or against the lister as original substantive evidence to establish the value of the article of property for other purposes than taxation. Such valuations are to be regarded as having been made for a special purpose.

and like admissions made for a like purpose they are not competent as original evidence of value for any other than the purpose for which they were made, or in a case involving the question of valuation for taxation."

Now, then, you have excluded, upon that authority, from your consideration, the statements made by the railroads as to the value of their property, and the determination of the State Board of Equalization as to the value of the properties for taxation purposes.

Now, I do not know how it may strike the commission, but in a court of law where they predicate their right to proceed upon an essential element of their case, and that is excluded by the law, the whole structure falls to the ground.

Now, here is a case where they sought to prove the value of other property by this taxing list, and I read from the case of German Mutual Insurance Company against Niewedde, 39th Northeastern Reporter, page 536.

The appellee testified in his own behalf as to the value of the stock. To contradict him and prove the value of the stock, appellant offered in evidence his tax list, duly signed and sworn to. That is just what it was here. The tax list duly signed and sworn to. The Court said:

"In refusing this the Court did not err, according to the holdings of our Supreme Court which we feel compelled to follow. In Railroad Company against McDougal, 108 Indiana the Court announced that 'such lists are, however, not competent either for or against the lister as original substantive evidence to establish the value of a particular article of property for purposes other than taxation. Such valuations are to be regarded as having been made for a special purpose, and, like admissions made for a like purpose, they are not competent as original evidence of value for any other than the purpose for which they were made, or in a case involving the question of valuation for taxation.' This comes to us as the deliberate expression of the judgment of the Supreme Court, and we feel bound to give it effect so long as it stands, unmodified, as it still does."

Now, the same rule has been laid down in Massachusetts. I read from Randighe vs. Lyman, 124 Mass. at page 364. Gray, C. J.

"Upon the most favorable construction for the plaintiff, the defendant made no more than a conditional promise to pay when he should be able; and upon such promise no action can be maintained without proof of his ability to pay. No competent evidence of this fact was offered. The tax book was incompetent to prove the value of the property for any other purpose than the assessment and collection of the tax."

That is the same principle. That is all I care to read of that decision. I now read from the case of Flint, et al vs. Flint, 6th Allen's Report, page 34. I will only read a line of that. Well, the substance of that is that the proposed evidence as to the amount assessed upon property as shown upon the assessor's book was not proper evidence with reference to the actual value of the house, and the statement of the party to the same effect.

Now, gentlemen of the commission, where else is the value of this property to be found? They are to determine the proper income from the railroads, predicated, as the Supreme Court has said, upon the present value of the property. You may find that out as best you can. Now we have the evidence of the value of the property found in another form. One of the gentlemen testifying for one of the southeastern roads here, testified that the cost of construction was \$44,000 a mile—forty-four and some odd hundreds. The railroads have reported to you, and you have acted on that statement, that they are valued at about the sum of \$61,000 per mile, and I insist that we have the right to take that as the basis of valuation of these properties in the absence of other and better evidence, and it will be upon that basis that I make the suggestion I shall hereafter make.

Now, a few further propositions of law, and then I shall have done with that branch of the matter.

Now, I read from the case of Smith vs. Ames, 169th U. S., page 466. The parts that I read from are further on.

"It is said by appellants that the local rates established by the Nebraska statute are much higher than the State of Iowa, and that fact shows that the Nebraska rates are reasonable. The contention was thus met by the Circuit Court: 'It is, however, urged by the defendant that in the general tariffs of

these companies, there is an equality; that the rates in Nebraska are higher than those in adjoining states; and that the reduction by House Roll 33 simply establishes an equality between Nebraska and the other states through which the road runs. The question is asked: Are not the people of Nebraska entitled to as cheap rates as the people of Iowa? Of course relatively they are. That is the roads may not discriminate against the people of any one state (and they are not necessarily bound to give absolutely the same rates to the people of all the states) for the kind and amount of the business, and the cost thereof are factors which determine largely the question of rates, and these vary in the several states. The volume of business in one state may be greater per mile, while cost of construction and maintenance is less. Hence, to enforce the same rates in both states might result in one in great injustice, while in the other it would be only reasonable and fair. Comparisons, therefore, between rates of two states are of little value unless all of the elements that enter into the proposition, are presented."

Now, that is the presentation of the view of the Supreme Court upon all of the testimony which they have introduced here. Regarding this case as a case of law, to be administered like any other case, they have no testimony which the law looks upon with favor, or regards with any force whatever. They find themselves in the condition then, that under the law, the base of their proposition is shown to be false, and, their testimony excluded by the law, and their comparisons unjust and without force.

Now, I want to call attention to Mr. Barlow's testimony here. Mr. Barlow says this on page 3 of his testimony:

"The situation disclosed in the State of Illinois, is a most extraordinary one, and is brought about by the voluntary acts of the railroad companies, so it seems to me. Either the scale of rates applicable on interstate traffic, or traffic from East St. Louis via one or more of the lines is unreasonably low, and is prejudicial to the interest of Chicago, or else, on the contrary, the rates in the State of Illinois as applying generally on the redistribution of the city of Chicago, are unreasonably high."

Now, he gives you one of two things: That either the interstate rates with which he desires to compare the schedule of maximum rates is either too low or it is too high. Well, now, which? Which are they? Are the interstate rates low? One of the witnesses of the gentlemen themselves here said that they were ridiculously low. Do you remember the testimony? If not, I will find it here. One of the witnesses testified that they were ridiculously low, and Mr. Barlow says that either these are too high or they are too low.

Now, we have the right to construe the testimony of these gentlemen most favorably to ourselves and unfavorably to them. We would, therefore, conclude that if we would have to reach one deduction or the other, that the interstate rates are too low.

He says further, on page 7 of his testimony, that his contention is purely a Chicago contention, and relates only to Chicago. He compares rates only east and west, with rates only north and south. Now, if that be the case, if his contention and case is only in the interest of that Chicago element, and the Chicago element here confesses by their solemn action before your commission to-day that they are without the pale of favorable judgment, whatever may be the motives of their action, that element which he says he compares these rates for, and in their interest and for them only, without regard to the remainder of the State, he confesses today is not here in a position worthy of consideration by the commission. That is not the question which you are to determine, as I will try to show elsewhere.

Now, he goes on a little further, and you will bear in mind, if the commission please, that I am considering the only testimony which these commissioners have in this case—they are concluded about all this matter which went before, and I would almost call it "stuff" and that would be the proper term if General Hamlin had not been more refined in his statement—he regarded it a little more highly than I do, that is all. Mr. Barlow was asked the question by General Hamlin: "What factors, in your opinion, enter into the question of fixing of a reasonable rate on a given line of railway, speaking generally?"

"A. Well, that is a disputed question. Each traffic manager has his own ideas as to that. I would simply have my idea. Generally speaking, I presume distance is one factor, the volume of traffic. I mean by that the density of traffic, commercial conditions, the grades of the railroad, the ease with which railroads can be operated, all of these have some bearing—none of them absolute factors, but all in the aggregate have some bearing on the adjustment of rates."

Now, that is very fair, but it never entered his mind, and it seems not to have entered the minds of our friends on the other side that compensation to the railroad, to the railroad company for the service rendered takes into consideration all of the elements which go to make up that service, is to be considered in the slightest degree. Why, of course, it is not a matter of consideration! It is not matter of importance to these men who have invested their millions of money in these enterprises that they should have one dollar of return! So this star witness of the gentlemen, the witness who comes here and controls and operates this case so long as he is in the presence of the commission, I mean from the witness standpoint, never for a moment considers that anybody else can have any interest in it except the jobbers of the city of Chicago. That is a criticism which I think is fairly to be made upon his testimony, that he takes into consideration not in the slightest degree the money which has been invested in these properties and the right which is recognized by every just man, as well as every court, to a reasonable return upon their properties.

Now, if the commission please, in determining the question as to whether there is a necessity for the revision of this schedule, I submit that these gentlemen are without legal forcible testimony. What boots it to this commission if from Peoria to Arcola a sack of peanuts is charged two cents more than it ought to be? They testified here that from Peoria to Arcola, the rate on peanuts was ten cents a hundred, and that from Decatur to Arcola it was twelve cents a hundred. Well, now suppose it was, who cares whether it is or is not? They did not even prove that it went over the same railroad.

Then they proved again that Braceville had a rate from Chicago that was higher than it was from Indianapolis, and they did not take the pains to show, because they regarded it as a matter of no importance whatever that a carload of freight ever went into Braceville, except to go through it. Mr. Barlow admits that there is no business there? But we are furnished with the statement that it is an infringement upon the rights of that community, and you must protect it. They say that it is a discrimination, and my friend Mr. Streyckmans, this morning read for a long time, rate after rate, which he said was discriminative against this community, and in favor of another without thinking that the same administration practically in control today. If those things had gone on as they are complained to have gone on, why did not my friend, General Hamlin, one of the ablest and best of our Attorney Generals, call it to the attention of the court? The State have the right to complain of these discriminations. They cannot say that it was not brought to their attention because these cost bills, or expense bills, these schedules of rates, these tariffs, and God knows what not, were paraded before the commission here day after day, and day after day for three long years, and yet there was nothing in them that seemed worthy of the consideration of these good officers, our good officers, and they were good officers. It only goes to show that there is nothing in them, and this condition is brought about here before this commission, not because there is a howling cry going up from an outraged community against the railroads, not because of that, but because of some minor interests, such as those men from Chicago, or some little trader at Decatur, who wanted to make a fee, and a bit more out of the people than he was doing—they have made all of this cry. They are here after something, and they are the beneficiaries of this proceeding. You cannot stand by and see the representatives of five hundred thousand of your fellow-citizens come here and appeal to you against any modification of these rates, which is going to bring confusion to this community, and ask in their material interest that you do not do so, and compare it unfavorably with the demand of a few men who want to make a few mills, or a few cents more on a box of hats than they are now doing.

You cannot look about you here today and put your hand on the interest which suffers. Is your mercantile interest suffering? Are these shippers and wholesalers of Chicago suffering? Are they not becoming the merchant princes of the world? Are they not today, by their houses, and their offices, and their shops, encircling this world? They are doing it, and they cry out against transportation charges. The merchants of the city are prosperous and have no cause of complaint.

The manufacturing industries of this State are at their highest, and they are appealing to you and protesting against any act which may likely throw into confusion their rates of transportation, and block their way to prosperity.

Are your agricultural interests suffering? You gentlemen know that they are not. They are on the very pinnacle of their prosperity. There is no agricultural condition in history, either in the past or today that approaches the agricultural prosperity which you are witnessing all around you.

Are the traveling public satisfied? Are they in a condition to complain? Your trains are loaded with them and they travel in a degree of luxury unknown to any of our communities. Your millionaires do not live as the humblest citizen of this time lives when he enters upon one of these trains which pass under your very eyes, and at a rate less than any other people ever paid on this earth. Are they crying out? Are they coming to you and appealing to you? Not a bit of it. They are carried for two cents a mile. No transportation was ever given under such conditions on God's earth. All of your freight, all of your passengers are carried reasonably except for some of these unfortunate and mistaken irregularities in rates.

Now, can the commission say that in the light of these facts, that a condition exists which warrants you in saying circumstances require that we should make a revision of the maximum schedule? I insist not.

Now, what is the evidence of the reasonableness of these rates? After awhile I will beg your patience while I read to you some statistics; but there stands before every man in the land today the highest evidence that there is no injustice in the rates charged by the railroads of Illinois. Whenever there is an injustice, whenever rates are hard, whenever they are grinding and unjust to the various interests, you find a condition in those interests which proclaims it louder than the voice of any one man can make it; and if that condition existed today, you would see it, and you would feel it, and you would know it, and the fact that you cannot put your hand upon the languishing interest in this State, is a proof conclusive to my mind that it does not exist, and it seems to me that it is a complete answer—a complete answer when a whole body of five millions of people, except a few.—you say a few thousand men, and every one of them a trader, every one of them a man producing nothing, and living upon his wits, they and they alone out of the five millions of people of our State make complaint here. I respectfully submit that those facts which are patent to everybody are conclusive of our contention that the maximum schedule of rates in our State is not too high.

Now, in referring to these schedules of rates, it is admitted upon all hands, and by everybody that the density of traffic, and the density of population are elements largely to be considered, and I take the position that in determining the density of traffic, and density of population, that these roads coming from the east to the west, as all roads always have—the line of commerce has been from the east to the west—it is today, and it will be forever; the means of transportation are provided from the east to the west, and the lowest rates and the greatest volume of traffic has ever existed so. The old camel trails, the old mule trails, and every trail upon which commerce originated and upon which it was carried, has been from the east to the west. It always has been so, it always will be so, and in determining this question of rates you have not the right to take the rates of traffic passing from one state to another into this State, coming from the east where they are full of business, and full of people, because those elements which go to make the rates are more favorable to low rates in those states than they are here.

Now, it is not worth while for me to spend time in discussing local traffic as compared with through traffic. It has been laid before you, and you all understand it. I have no doubt, a great deal better than I do. The traffic of the Pennsylvania company has its center in the state of Pennsylvania. It runs its roads into this State, and the rates which my friend Streyckmans, this morning read from, and its expense bills predicted upon the Vandalia line, and the lines belonging to the Pennsylvania Company, they fix their rates, and they derive their earnings from that density of traffic and of population applicable in the states of Ohio, Indiana, Pennsylvania and New York, where it has its center. They, of course, can make a rate lower than the State of Illinois can make. They can make their rates lower than any north and south road can make. They always have and they always will.

And now Mr. Barlow said in his testimony, when he offered that testimony in regard to the joint rates of the railroads made with those coming from Detroit and Indianapolis to Chicago, and by way of Chicago southward, he says: "I have no idea that that is the proper basis for you to fix your schedule of rates upon," and he did not introduce it for that purpose.

Now, the population of Pennsylvania and Ohio, and Indiana create a density of population on those roads, and the traffic of those states constitute the density of traffic, and I invite the attention of the commission to a comparison between that and our own State.

Now, as stated to you heretofore, there are groups of these states. Illinois finds itself in Group VI; Ohio, Indiana and Michigan in Group III; Pennsylvania, New York and others in Group II. The Pennsylvania line for example comes from New York through Pennsylvania, through Indiana and Ohio, and into the State of Illinois, and I insist that the density of traffic and population there should be considered by the commission.

Now, the testimony, I am reading from the schedules which have been introduced in testimony here, statements showing the relative density, tonnage, earnings and expenses of the various roads operating in Illinois, for the year ending June 30, 1904.

The Chicago & Alton, Chicago & Eastern Illinois, Illinois Central, Toledo, St. Louis and Western and the Big Four stand at the head in ton miles per mile of road. The ton miles of the Chicago & Alton per mile of road are, 1,201,854; the gross earnings per mile are \$12,487.00; net earnings, \$4,264.00. The fixed charges per mile, \$3,080.00. Stock per mile, \$42,718.00. Bonded debt per mile, \$73,224.00. Total per mile, \$115,942.00. Per cent of operating expenses and fixed charges 90.4 per cent.

Now, I take that as the highest. Now, let us take the Chicago & Northwestern. Its tons per mile are 549,000; the C. B. & Q., 531,000; the C. G. W., 921,000, the T. & W., and we are acting today for the T., P. & W. as well as for other roads, has 242,000 ton mile per mile of road. I will not exhaust your patience by reading too much of it.

These are the trunk lines with which they are comparing our rates, and they are inviting the commission to take those rates as a basis of determining here as to the maximum rates of the State. The Baltimore & Ohio is 2,096,000, nearly double that of the Chicago & Alton, which stands about the head of the roads in Illinois. The Lehigh Valley is 2,797,000, the New York Central, 1,988,000, the Delaware, Lackawanna & Western, 3,593,000. Now, the Michigan Central, coming down to those we are dealing with, the Michigan Central is 1,486,000; the New York, Chicago & St. Louis, 2,504,000; the Pennsylvania Company, 2,897,000, a great deal more than double that of the highest of the Illinois roads. The Pennsylvania Railroad, one of the competitors here, 4,061,000; the P. C. C. & St. L., 2,082,000; the Lake Erie & Western, 1,622,000. Now those are the roads which find their traffic and business and their earnings in that territory.

Now, here is a statement showing the results in Illinois for its portion of interest and dividend charges. I don't care to take the highest of them but you are dealing with all of them, and I will make this statement and you will find it correct when you come to investigate these statistics. Out of forty

roads which we have here, sixteen have no earnings at all applicable to dividends, sixteen of those having funds applicable to dividends have less than 5 per cent, and only six out of the forty earn a dividend of more than 5 per cent.

Now, it seems to me that this condition of things would cause this commission to hesitate before it will apply the knife to that tariff. It is not the Chicago & Alton Railroad, it is not the Northwestern, it is not these great roads that you must look after particularly, but it is all of the roads of this State. How are you going to affect Mr. Hamill's road, of which he spoke so well? Suppose you reduce the freight rates. The result is that those roads must go out of business. They must go into the hands of a receiver, and it has not been long since the roads were in the hands of receivers. These gentlemen are jealous. They are unwilling that the railroad companies and the owners of railroad stocks should enjoy at least a small degree of the prosperity which has visited our whole country; but they want to put us now at this season, not at a time when this appeal might be expected, but when they are making money, they want to apply to us a pruning scale, and take from us that which we have now.

Now, I want the commission to bear that in mind, that these roads are not earning a sufficient sum of money to excite the jealousy of even the most earnest of these jobbers throughout the State. There are only three roads which are earning as much as the law contemplated that the Union Pacific might earn.

In the charter of the Union Pacific Railroad, it was expressly specified that they might earn ten per cent, and also a sum in excess of that for a special purpose and until they did earn ten per cent, that the government would not undertake to control their earnings by the regulation of rates.

Now, ten per cent then, is recognized by the Congress of the United States as not to be a sum greater than the railroad ought to earn, and I take it is a fair basis. It was adopted by the New York Central charter, and I take it as a fair basis that these roads ought to be permitted to earn ten per cent on their investment. You want to earn it on yours. I want to earn it on mine. The precarious business of railroading ought to be entitled to more than those safe investments, which men make all over the country at rates from 4 to 7 and 8 per cent. The railroads of this State are not paying nearly as much as the lands of this State are paying. The railroads of this State are not earning more than 2 or 3 per cent on their invested capital. The lands of this State are earning a great deal more, and they are safer and better than the government bonds. Now, are you unwilling that a man should invest his money in the precarious business of railroading and receive 10, 12 and 15 per cent as a return for it? The jeopardy of the business makes him entitled to a higher rate of interest than one which is absolutely secure. I know in my own county, men who are realizing today 12 per cent on their lands at the valuation of \$100 an acre. Suppose a man in the railroad business should ask that. My good friend, General Hamlin, would have a conniption fit over it.

Mr. Hamlin—I wish I could make 12 per cent on land.

Mr. Brown—We are doing it in our county; yes, sir. A gentleman told me within the last week that his rents had been over \$12.00 an acre for the last four years, and I believe it is true. Pricing it at \$100.00 an acre, that would be 12 per cent.

Something was said about Indiana, or about Iowa. Now, the truth of the business is, the rates are lower in Indiana than they are here. The truth of the business is that for short distances, they are lower in Iowa than they are here, and when you get up to the longer distances, they come up to about an equal scale, there is no use denying that. But Iowa is not prospering like the State of Illinois, and their railroad rates are said by many people to be detrimental to their interests. I have a clipping here showing that the population, even of Iowa, is falling off. It may be because they are drinking water, and it may be because their railroad rates are not right. I think that is correct. Here it is and it is from a good republican paper, one of your administration, and I think it is all right.

The Chairman—You had better read it.

Mr. Brown—I do not intend to threaten you as Brother Hamlin did this morning, or the administration, but I do intend to call your attention, as my friend Streycckmans has read to you about the great increase of manufactures in Iowa, and he says they have increased in a greater per cent than they did in Illinois. That reminds me of the story about an increase of 100 per cent in a certain business transaction, and they asked the question, how many there were, and the reply was, that there was only one before, and now there were two—and so it is with your manufactures in Iowa, there are none today of any consequence, and if you would introduce a half dozen of any importance there, you would multiply the capitalization four or five hundred times.

Now, this paper says, and it is from special correspondence to the "*Record-Herald*," that a complete census has been made of twenty-one counties of the state of Iowa, which showed a net decrease of 744 persons to the county, which, if kept up, would mean a total decrease this year as compared with 1900, of about 75,000. You can't say that of Illinois. There is a little more of that, but I will not read it.

Now I want to call the attention of the commission to a diagram, showing the relation of traffic density to earnings, and you will be surprised. This is predicated upon the testimony here in regard to the interstate commerce reports. Here are the roads embraced in it: The New York Central; Erie; Baltimore & Ohio; Lehigh Valley; Pennsylvania R. R. Co. The earnings per ton per mile were 608 one-thousandths of a cent, that is in that group of roads.

Now in the third group are the P. C. C. & St. L.; the Baltimore & Ohio; the Erie; the Pennsylvania Company; the Lake Shore. The average earnings per ton per mile were 596 one-thousandths.

Now, in this sixth group, embracing Illinois and Iowa and Missouri, part of Missouri, there is the T. P. & W.; the C. & I. W.; B. & O. S. W.; the T. H. & I.; the Southern Railway; T. St. L. & W.; C. P. & St. L.; the Mobile & Ohio; Chicago & Eastern Illinois. The total received by them per ton per mile was 520 one-thousandths of a cent. Now, that is less in this territory, the freight carried in your own territory here is only 520 one-thousandths of a cent per ton per mile. Would General Hamlin like to have it less?

Mr. Hamlin—Not less than the C. & E. I.

Mr. Brown—That is the group of roads, and that is the average, and it is a lower average than any other group in the Union. That is, the rate per ton per mile is lower in your division here than anywhere else in this Union.

Now many deductions might be drawn from that, but against such a statement as that, what weight and effect will the fact that a bag of peanuts is charged more from Peoria to Arcola than it is from Decatur to Arcola, have?

Now I have urged upon the commission the prosperity of our country here as a proper element to be considered, and as an argument against a disturbance of conditions.

I want to call your attention to a diagram showing the percentage of increase of manufactures in Illinois from 1890 to 1900. It is not in a form that I can give it to the commission very intelligently. It is drawn after the fashion of the statisticians, and showing the per cents which I do not fully understand. Maybe you can help me here, Mr. Miles. (Confers with Mr. Miles.) Now take manufactures first. In Ohio, the number increased 13 per cent; Indiana, 45 per cent; Michigan, 38 per cent; and in Illinois, 87.3 per cent. Now, Chicago, in the State of Illinois, the increase in Chicago was 92.5 per cent in the number of manufacturing industries, and in the State of Illinois outside of Chicago, it was 87.3 per cent. I should judge they include the whole State—87 in the whole State, and 92 in Chicago.

The percentage now of capital invested in Chicago, increased 48 per cent and that invested in the State, the whole State, 54.7 per cent. The number of wage earners in Chicago increased 37 per cent, and in the State increased 41 per cent.

The amount paid out in wages in Chicago, increased 25.9 per cent, and in the State, 34 per cent. The amount of wages relates to manufactures of course.

The cost of raw material used increased in the city of Chicago 35 per cent, and in the State, 39 per cent. In Chicago the value of the product increased 33 per cent, and the State of Illinois, 38.6 per cent.

Now take another matter of interest to you gentlemen and myself. In Ohio, Indiana and Michigan, the value of farm properties increased in Ohio 3 per cent under the influence of the low rates, and in Indiana 12 per cent; in Michigan 6 per cent, and in Illinois 35.6 per cent.

Now, if your honors please. I am not going to take much time. How much time have I got?

The Chairman—You have got fifty-five minutes more, Mr. Brown.

Mr. Brown—Well, I don't want it. I want to express my appreciation of the consideration which has been shown me. I have not said what I ought to have said, and I have said it poorly, but my desire is earnest to impress upon the commission here that this is not a time, and there is not an occasion. and there is no call whatever for a change of these rates. There can be no tampering with them without some danger of disaster, and the business interests of this State are contented and satisfied. The railroad companies are not earning nearly so much money as they are entitled to, and I think that all elements considered, this commission ought not to tolerate the idea of making any, that is, by way of reduction of these rates.

Now I must find a little fault with my friends upon the other side. They talk about inequality, that it is unequal between this town of Bunker Hill and High Point, or Downer's Grove and Funk's Pond, and all those things. Maybe it is so, but has that any natural or rational connection with revising the rates in this State? You might as well have said that forty men died of cholera last winter in East St. Louis, and then follow up by saying for that reason you ought to reduce the rates. It is an absurdity that seems to me so gross that no good language will characterize it. It is nonsense with a dozen blanks before it. Suppose the rate is higher from Chicago to a point down on the Chicago & Eastern Illinois road than it is over into Indiana, is the remedy to be had a reduction of your maximum rates? It is hardly tolerable for fair consideration. That seems to be the remedy for all things. That is a remedy for only one thing, and that is the insatiate greed of these men who disturb the whole prosperity of this State in order that they may make 25 per cent more in their business of jobbing from Decatur backwards. They want to trade backwards—"I am mad because I can't trade east as far as they trade west." If there is no objection in the law, there is no objection on the part of the railroads. Why don't Decatur sell her hats and caps, and boots and shoes in Indianapolis if she wants to? They have got a perfect right to do it, and she has got just as good rates from Decatur to Indianapolis as they have from Indianapolis to Decatur. But they are running up against the progress of the world, that is all there is to it. They want to stay it, but they will not stay it. Mr. Barlow said he wanted to trade like St. Louis traded. St. Louis comes up into their territory, and therefore he would reduce the rates. St. Louis trades just like the railroads give them facilities for trading backwards and forth, and all of these men in Peoria, Bloomington and in Decatur and Springfield have just as much right and just as good opportunity to invade the territories east as those fellows have west, if there were not other natural causes there against them, and which they cannot face and stop.

Now, when you come to examine this case, you will find, as I have earnestly urged in my humble judgment, that the law is against them on the case which they have made. Their evidence is not legal. It is not admissible under the decisions of the Supreme Court of the United States, and, therefore, they might be thrown out of court. But if you take the broader view of it and say that as a commission you are going to investigate it and determine what should be done with it, then we ask you to view, not one particular interest, but all these great interests which you must subserve and which your action endangers.

I thank you, gentlemen, for your kind attention, not only in this little address, but in the whole progress of this case.

A recess was here taken at 5:43 p. m. to 8:00 p. m. of the same day, viz: Tuesday, July 11, 1905, at which time the commission again convened.

Thereupon Mr. Hamlin addressed the commission in behalf of the petitioners, as follows:

ARGUMENT BY MR. HAMLIN.

MR. CHAIRMAN: GENTLEMEN OF THE COMMISSION—Before proceeding to discuss the merits of this controversy, I desire to settle the question so far as the law is concerned as to the admissibility and competency of certain evidence offered by us, being the returns made by the railroad companies to the State Auditor.

Mr. Brown contends, on behalf of the defendants here, that that testimony is not admissible, and he cited an Indiana case—two Indiana cases, and two Massachusetts cases. He found the only two states in the Union that hold to that doctrine. The entire weight of authority is directly opposite to his contention. In our own State here, in which I think I will be borne out by Mr. Brown himself, and by the other counsel here, we have introduced in evidence where the question of valuation of property came up in a trial court, we have introduced the statement made by the owner of the property as to its valuation frequently in court, in the Circuit Courts in the trial of cases that involved the valuation of that property. The rule laid down by the courts is this: "Where the statement of the valuation of property is made by the Assessor, it is not admissible; where the valuation is made by the Board of Review, it is not admissible to show what that valuation was, but where the owner himself, over his own signature, makes a representation in his assessment blank as to the value of property, that is admissible under the well-known elementary rule of law that any admission, either verbal or written, made by a party against his own interest is admissible. That is the rule in Illinois, and it has never been contended in this State, so far as I know, that any other rule obtains.

Of course, all declarations and admissions that a man makes against his own interests are regarded not as conclusive testimony at all, never has been, but it is competent and is admissible.

Now, the Supreme Court of Pennsylvania—that is 144th Pennsylvania, on page 365, and it is directly in point with the contention here:

"The value of the capital stock of the Bridge Company, being an element to be considered in ascertaining the damages, returns made by the Company to the Auditor General for the purpose of taxation, setting forth a valuation of the stock upon the oath of its officers, were admissible against it." Now, the Pennsylvania decisions are in line with the Illinois rule, which is the old common law rule of admissions against interest. That case is directly in point upon this question. There was a sworn return made by the officer of the corporation to the Auditor General of Pennsylvania as to the value of this stock, and it was held it was admissible in a proper suit as against their interest.

This is the 95th Georgia, on page 387: "The value of stock of a corporation and the amount at which its property is returned for taxation, though not conclusive, is competent evidence bearing upon the value of the property owned by the corporation."

Mr. Brown—For what purpose, General, taxation?

Mr. Hamlin—This was not for taxation, neither was the Pennsylvania case for taxation. In any case where evidence is admissible against a party's interest is an admission, it is competent. Neither one of these were tax cases. One was a condemnation suit—I don't know whether this is the case or not—it only supports the well settled rule in this State.

Mr. Streyckmans—This is a condemnation case, the Pennsylvania case, taking it for county purposes.

Mr. Hamlin—This is a condemnation case. The value of the property sought to be condemned, the value of it, has been represented in a sworn statement to the auditor for the purpose of taxation, and the question came up in the condemnation suit as to the value of that property, and that was offered, which your honor knows—you know the rule in Illinois. There is no doubt about it.

And here is a condemnation case. This is an Alabama decision, Volume 89, page 307.

By the revenue law every person liable to taxation is required to render to the assessor all the items of property and the value of each item, upon which he is liable to be taxed. From this list the assessor makes out the assessment on which the taxpayer is required to subscribe an affidavit that list returned by him to the assessor contains a full and true statement of the property and other subjects of taxation with which he is chargeable, and the value thereof. That is the statute of Alabama, almost similar to ours.

The value to be stated, says the court, is the market value in money. It is true the assessor is not bound by the owner's valuation. He may himself ascertain and determine the value according to his best judgment from information, inspection or otherwise, but the owner is required in the first instance to return a verified valuation. A universal rule is that the admissions and declarations of a party are admissible against him. On this rule it has been held that the declarations of the owner as to the value of the land, are competent as independent evidence against him in condemnation proceedings as evidence bearing upon the value of the property.

That was in a condemnation suit in which they introduced the return made in the manner required for the purpose of taxation against his interests, involving the condemnation of that property, and states what the rule is, and that is the rule in Illinois as is well known.

This is a Colorado report, Volume 2, page 640; upon the question of the number and value of cattle in a herd, a tax schedule made by defendant's agent at his request, showing those facts, is competent evidence against him.

That is where it was made by the agent at the request of the owner. There is no need of reading any more.

These authorities sustain what is the well settled rule. This is the 115th Indiana.

Where the amount of property owned by a party is in controversy, a tax list returned by him to the assessor under oath, purporting to give a full list of all his personal property, is admissible in evidence against him for the purpose of showing the particular articles of personal property owned, or claimed by him at the time of such return, and to impeach his testimony given at the trial.

That, however, does not touch the subject of valuation.

But if you desire to go any further in this matter, you will find that the universal weight of authority, is based upon the universal rule of admissions and declarations against the party's own interest being admissible.

Now, in this case, the application of that rule in law is pertinent because the valuation of property here involved, namely the value of the railroads per mile, is an element that enters largely into the question of rates, as I will demonstrate a little further along.

Now, leaving that, I want to call your honors' attention to two propositions: First, the position occupied by the railroad companies in this hearing under the law of this State: second, as to your honors' powers under the law; and third, as to what is required of the railroad companies in compliance with the law.

In the first place, the Constitution provides that the directors of every railroad corporation shall annually make report under oath to the Auditor of Public Accounts, or to some officer to be designated by law, of all of their acts and doings, which report shall include such matters relating to railroads as may be prescribed by law; and the General Assembly shall pass laws enforcing by suitable penalties the provisions of this section. That is one provision, that they shall annually make reports under oath to the Auditor of Public Accounts, or to some officer to be designated by law, of all their acts, doings, and so forth.

The next provision of the Constitution applies to the rate question, and that reads as follows:

"Railroads heretofore constructed, or that may hereafter be constructed in this State, are hereby declared public highways, and shall be free to all persons for the transportation of their persons and property thereon, under such regulations as may be prescribed by law. But the General Assembly

shall from time to time, pass laws establishing reasonable rates, maximum rates of charges for the transportation of passengers and freight on the different roads of the State."

That is the Constitutional provision that was placed in the Constitution in 1870. Under that power, the Legislature might have passed a law fixing, themselves, the maximum schedule of rates. They did not do it. Had they passed such a law, and fixed the maximum schedule of rates, in my judgment an act under that Constitutional provision could have been passed, fixing those maximum rates, which could not be disputed by any court in the State as to their reasonableness, or unreasonableness, not saying they could not be enjoined under the XIVth Amendment of the Federal Constitution for a confiscation of property if the rates were so low as to amount to a confiscation of property. But it is not necessary to discuss that one way or the other. They did not do it. And instead of fixing the maximum schedule of rates themselves by a legislative act, they delegated certain authority to a Board of Railroad and Warehouse Commissioners; and in the delegation of that power, and in defining under the statute what the duties of the Commission were, and what the duties of the railroads were they did not conclude the railroad companies from attacking in the courts of this State, any rate that you might fix. It is not necessary here to quote the provisions of the XIVth Amendment to the Constitution of the United States, because in a case involving in this State the two-dollar terminal charge imposed by the Chicago & Alton Railroad Company at Chicago, in the Union Stock Yards, that rate was attacked by myself in a suit in the Circuit Court of this county, where the railroad company was represented by Judge Green, then living here, a well known lawyer, and it was agreed upon all hands that under the provisions of the statute empowering you to make a maximum schedule of rates, that the courts of the State had the power to pass in a judicial proceeding, upon the rates established by your Commission, or upon any terminal charge growing out of the fixing of rates, and I do not think there is any doubt about it, that the railroad companies can go into court as to any rate that you may make, and in a proper proceeding test the reasonableness or unreasonableness of that rate.

Now, what are the provisions of the statute that was passed under that Constitutional provision?

The statute provided for the appointment of three Commissioners every two years. They were to be in no way connected with railroad companies, or warehouses; not to be directly or indirectly interested in any stock, bond, or other property of railroads or warehouses; not to be in the employment of any railroad company or warehouseman and they may be removed in the discretion of the Governor.

Now, all railroads that are incorporated in Illinois, or doing business in Illinois, are required to do certain things. "Every railroad company incorporated or doing business in this State, or which shall hereafter become incorporated, or do business under any general or special law of this State shall, on or before the first day of September, in the year 1871, and on or before the same day in each year thereafter, make and transmit to the Commissioners appointed by virtue of this act, at their office in Springfield, a full and true statement under oath of the proper officers of said corporation, of the affairs of their said corporation as the same existed on the first day of the preceding July specifying as follows:"

Now I call your attention for this purpose to this statute, that it cannot proceed from the mouth of your clients here, gentlemen, a favor on your part to comply with the law to furnish necessary information and impose upon me or my clients, the duty which you have neglected. And under the rules of law, you cannot shift the burden, and you cannot be heard to complain as to the consequence which may result therefrom. Now, what did they do? First, the statute provides that they shall report "The amount of capital stock subscribed, and by whom." You won't find that in your reports. You will find an attempt to give the amount of capital stock, but subscribed by whom, in the years as they come and go, from the organization of the corporation to the time of making a given report, and the changes that have been made, they fail to report and have for years, as I have ascertained from the examination of these reports for years back.

Third. The amount of capital stock paid in, and by whom?

Fourth. The amount of assets and liabilities.

They make a general balance sheet in the report, that might be said, if it was full, to meet that requirement.

Sixth. The amount of cash paid to the company on account of the original capital stock.

Seventh. The amount of funded debt.

Eighth. The amount of floating debt.

Ninth. The estimated value of roadbed, including iron and bridges.

Tenth. The estimated value of rolling stock.

Eleventh. The estimated value of buildings and fixtures.

Twelfth. The estimated value of other property.

Thirteenth. The length of single main track.

Fourteenth. The length of double main track.

Fifteenth. The length of branches, stating whether they have single or double track.

Seventeenth. Number of miles run by passenger trains during the year preceding the making of the report.

Eighteenth. The number of miles run by freight trains during the same period.

Nineteenth. The number of tons of through freight carried during the same time.

That they do not give. They give you the total number of tons of freight carried.

Twentieth. The number of tons of local freight carried during the same time.

Now, I stop right here to say this: It is true as a matter of law that the rates that you establish are to be governed by the number of tons of freight carried, and freight earnings within the State of Illinois. Your jurisdiction does not extend outside of the State of Illinois. But it is not true that you cannot consider interstate rates even under the decision of Smith vs. Ames. It is not true that you cannot consider rates in other states adjoining. The limitation upon that rule is this: If the conditions are similar you can consider them, but if they are dissimilar as they were in Nebraska case, why you cannot consider them. That decision has been modified in 174th United States, which I will read later on, showing that the Court did not expect to be understood that you could not consider interstate rates, or rates in other states, and modifies to some extent the rule laid down in Smith vs. Ames. It is true that you must fix your rates, your maximum schedule of rates based upon the business done within the State, and it also true that these gentlemen are required to furnish you under oath the information upon which you can fix those rates. They have failed to do it since 1897. There they were in 1897. If your honors will look there, you will see that the revenue is divided. If you will look at that, there is the revenue from local freight. Since 1897 they have not made a single report to this commission showing the amount earned from local freight. They have deprived you of the information which they say that you must base the rates upon, and which the statute requires them to furnish under oath. They fail to furnish it and leave you powerless to determine from freight revenues in the State what rate should be charged, what maximum rate should be fixed. The last report in which they make the division is that one of 1897.

The twentieth clause of the statute under which you are operating, and under which they are operating, requires the number of tons of local freight carried during the same time.

Twenty-first. Its monthly earnings for the transportation of passengers during the same time.

Twenty-second. Its monthly earnings for the transportation of freight during the same time.

Twenty-third. Its monthly earnings from all other sources, respectively.

They do not do any of that. Evidently, the Burlington Road keeps those accounts. If these gentlemen wish to escape from the conditions in this case, they should have complied with the law and furnished you with the information that the statute requires. But instead of doing that, they say to

the complaining parties here: "You have not proven so-and-so, how can we tell from any proof that you have got here, what your capital stock is? You have introduced no proof." Why? The proof is within your hands. The law requires you to report it. You say you do not report it and we have to take advantage of such testimony as we can lay our hands on. You say that the law requires that rates shall be based upon freight revenues within the State. True, but you fail to furnish the information required under the law, and then you say: "What are you going to do about it?" Well, I will show you later on just what we are going to do, and just what we have to do, and just what you will do. Well, they say: "You can prosecute us for not doing it." Is that any answer? They say: "We discriminate." My Brother Brown says: "We discriminate, it is true we violate the law against discrimination, but prosecute us." That is not what we are after. We are after now a fixing of a reasonable maximum schedule of rates in this State. It is not a question of recovering a penalty against the railroads for failing to do their duty.

Now, that being the case, they having failed to furnish the information required by law of their freight earnings within the State of Illinois, their passenger earnings within the State of Illinois, the amount of local freight hauled within the State of Illinois, having failed to do that, we have to take that which they do furnish us, and that is their total freight earnings, both upon local and interstate haul, their revenue, both from local and interstate. If you do not want us to see that, then you should have complied with the statute. We have a right to assume, and I do assume for the purpose of this argument, and the courts of Illinois will assume, if you desire to test the question, if these rates should be reduced, the courts of Illinois will assume, and the Federal Courts will assume that you, having failed to comply with the plain provisions of the statute, that you have got to take the consequences, and having made a report in which you mix your local business with your through business, both passenger and freight, mix your revenue both local and interstate together, you have made the mixture and you have got to stand by the result. That is what you have got to do, and you have got to take the burden of the earnings shown by you upon your lines apportioned to Illinois, of both local and through freight, both local and interstate rates and revenue earnings. You cannot shift the burden by saying, "We failed to comply with the law, hence we shall go scott free."

Now, then, to show you that they do keep such accounts, and that they have got them in their books is demonstrated to a certainty by the answer made here by the Chicago, Burlington & Quincy Railroad. When they say: "In the month of August"—this is their answer now to this complaint for the making of reasonable maximum schedule of rates. They say—"In the month of August, 1902, we carried 251,900 tons of freight between points within the State of Illinois, for which we charged \$355,828.98. Had this same freight been charged according to the authorized maximum rates, our charges would have been \$464,617.89, the difference being \$108,788.91, or 23.4 per cent less than the maximum rate."

That is for the month of August. Why did they take the month of August? Because the statute requires them to make monthly reports. They do not make them to you, but they keep them on their books. They could make them to you if they would comply with the law. They do keep them. There is the evidence of the keeping of them.

Suppose they had made their monthly reports as required by the statute, could not you have told how many tons of freight they carried in Illinois? Could not you have told the revenue derived from it? And these gentlemen say that is what you have got to fix the rates upon, and they confess here that in the month of August they carried the local freight from points within Illinois to points within Illinois at a freight rate 23.4 per cent less than your schedule. If they carried it for 23.4 per cent less in the month of August, and the statute required them to keep monthly accounts in their books, then they carried for every other month in the year for 23.4 per cent less. They did not all at once, in the month of August, resolve in their own minds, out of charitable instincts to the public, resolve that they would reduce rates 23.4 per cent. On the contrary they were keeping their books in compliance with

the law, and they simply took the month of August and I will volunteer the assertion that if you had the Burlington books here today, that they took the lowest month in the year. Why don't you make your reports and then complain to us and this commission that you cannot establish rates and consider interstate business in connection with local business? What are we going to do? That is all you do. That is all you report.

Now then, what position are they in? Here are two items of freight, local, which is from points within Illinois to points within Illinois, and here is interstate, which originates in Illinois and is transported outside, or originates outside of Illinois and is transported in, that is interstate business. What is the proof here? At what are you carrying the interstate business, gentlemen? As high as the schedule of maximum rates fixed by this Board? You are carrying them on the Central Freight Association schedule as proved in this record. As proved in this record. The freight that originates in Illinois, that you are shipping west or east, you are carrying from 25 to 50 per cent below the Illinois schedule. That is the proof here.

In all of this interstate business done from the east into Illinois, we prove that it is done at a rate of from 25 to 50 per cent below your rate, gentlemen, your maximum.

Mr. Brown tells us that the great commerce of the country travels from the east to the west. True. And he complains about Mr. Barlow comparing north and south rates with east and west rates. That leads me to observe that there is in this hearing practically but two railroads, that to the casual observer that has been here through this trial, will appear to be very much interested in the result of your deliberations, and the scale, the maximum rate that you fix, and that is the Illinois Central and the Alton. Why? Because this commerce that my friend Brown is talking about from the east into Illinois, and across Illinois, is causing these products to be carried over these lines of railroad at a much less rate than you are fixing, than your schedule of rates as it is now fixed.

Then you report, and mix the two things, the interstate revenue and the local revenue. You do that. You report that, and then you put witnesses upon the stand, Mr. Keepers for the Illinois Central—nobody has appeared here for the Alton, traffic manager or even clerk. My friend Brown has shouldered upon his shoulders, and is still carrying the burden of the Chicago & Alton Railroad, from a capitalization of \$30,000 a mile to \$130,000 a mile. No wonder that my friend Brown quit and moved to the country. No man can ever carry that load on his shoulders and pay the interest on the funded debt, and dividends upon the stock, upon any reasonable schedule of rates that ever was invented by the hand of the Almighty Himself. You cannot do it.

Now then, Mr. Keepers says that fifty per cent or over, of the business of the Illinois Central within the State of Illinois is done on a rate less than your schedule. The Burlington say that all of their business is done at 23.4 per cent less. Mr. Peabody says of the Atchison, Topeka and Santa Fé that only twenty per cent of their business is local, and that brings in a revenue of \$600,000 a year; and if you will make a reduction of 25 per cent rates on the Santa Fé Road, they will still pass to the surplus over \$3,000,000 from operation—over \$1,500,000 from operation within the State of Illinois alone. After they have paid all the dividends, paid the interest on the funded debt, they passed on the Illinois business alone, to the surplus account, over a million dollars.

Now, then, if the Illinois Central is doing 50 per cent of its local business less than your rates, considerably less than your rates, because when Mr. Streyckmans and I compared commodity rates on the Illinois Central with your schedule, it run from 25 to forty per cent below—Now, if they are doing fifty per cent of their local business at 25 to forty per cent lower than your schedule, then any reduction of 25 per cent that you can make does not affect fifty per cent of the business that they are already doing way below any maximum schedule that you have. Then take out from that their interstate rates, which they mix with local rates, or revenue. I should say in both instances, it leaves your reduction of rates only on fifty per cent of their local business, affecting only fifty per cent of it.

On the Burlington a reduction of 25 per cent only affects them the difference between 23.4 per cent and 25 per cent.

Now, how are you going to escape it. You cannot. You cannot stand here representing the public under the constitution and under the law, and permit, as a Railroad and Warehouse Commission of this State, that state of affairs, and maintain a maximum schedule of rates that the railroads themselves have confessed, both in their answer and in their proof, that they are carrying the bulk of the local business, and some of them all of their local business, such as the Burlington, way below your schedules.

Now, what is the effect of this state of affairs? I will tell you what the effect is. Instead of resulting in an injury to the railroad companies, my word for it, when you do make a proper schedule of rates in this State, as I have no doubt under this proof you will do to the best of your judgment and ability, it ought to be done in the interests of the public and it ought to be done in the interests of the railroads. And the earnings from a justly established schedule of rates in Illinois, instead of decreasing the earnings of the railroad company, and the wages of its employes, will maintain both at as high a state as it is now, provided the general prosperity of the country, over which you have no control, nor myself, nor these gentlemen representing the railroads. If that prosperity continues, these gentlemen will be earning just as much money a year from now, or a year from the time that you put those rates into operation.

I do not say that you shall scale these rates down to a point as a maximum schedule of rates that shall absolutely be the rate that the railroad company shall charge. You are not fixing a minimum, but you are fixing the rate above which these companies shall not be permitted to go, and that rate in my judgement should be not less than a 25 per cent reduction.

Now, what is the result of the present condition? The result is this: It injures a class of shippers and a class of people that you just as much represent as do the other class of citizens and the other localities. I asked Mr. Brown the question if the Chicago & Alton, in shipping from Chicago to Auburn, did not charge a higher rate than it did from Chicago to East St. Louis. I think if he will look at his schedule, his tariff sheets, he will find that they do. That is a discrimination under the law, clearly.

Now, then, if a rate is fixed by the railroad company that does not discriminate, I will admit it is a pretty hard thing to do to follow this law and at the same time serve the public, but it can be done. You are only concerned with fixing the rate above which they shall not charge, and not below. But here is the hardship: Here is a merchant living in the little town of Auburn. Here is a farmer that is raising grain around Auburn. Here is an elevator man that is shipping grain from Auburn. Here are the various people that constitute the community of Auburn and its surroundings. They are paying more for their goods—they are paying a higher rate of freight than in East St. Louis.

Mr. Brown—General, I don't think that can be true.

Mr. Hamlin—It is true in a great many cases. I have used this for illustration. I may be wrong about it; but I know it to be true, I absolutely know it to be true on certain lines in this State.

Brother Brown is laboring under this view, and he may be right, I won't say that he is not, that it must be a haul over the one line, a direct shipment as it was in the case in 121 Illinois, where the rate from Chicago on the Illinois Central to Kankakee was greater than the rate from Chicago to Mattoon. That was over the same line. Yet the Illinois Central now charges from Chicago to Effingham less than it charges from Chicago to Springfield. Well, now, they are not on the same line.

Mr. Kramer—To be a discrimination it must be on the same line.

Mr. Hamlin—Very well, I won't agree that that is the law.

Mr. Kramer—That is what the statute says.

Mr. Hamlin—Well, the statute might say that, that is you might construe it that way; but I do not believe, Judge, that where the two roads are owned by the same company, and the distance from Chicago to Springfield is less than the distance from Chicago to Effingham, and the freight is shipped over

the same line in the same general direction, I don't believe the courts will hold that to be the law. I may be wrong. In principle, they ought not to hold that to be the law.

The answer of the Illinois Central was in this case, in 121 Illinois, that they met competition at Mattoon, and they did not meet any at Kankakee, and hence they had a right to do that.

This case in 121 Illinois, is on page 305. It is *The People against the Illinois Central*. The appeal was prosecuted by the railroad company.

Mr. Drennan—How many years ago was that?

Mr. Hamlin—It was in 1887, but the statute remains the same.

Mr. Drennan—Yes, but it was a good while ago.

Mr. Hamlin—Yes, a good while ago. I think, perhaps, you have reformed since that.

Mr. Drennan—Conditions have changed since that.

The Chairman—They have got a new lawyer in.

Mr. Hamlin—(reading from decision): "The fact that at a given point there is competition between railroads for transportation of freight and some of them are charging reduced or cut rates, will not justify another railroad company in discriminating in favor of such points as against a point on the line of its road. A reduced or cut rate by a railroad company to meet a cut rate of a rival road, charging the reduced or cut rate, as against a non-competitive point is not itself within the meaning of the statute a just discrimination."

That apparently settles that question.

Mr. Drennan—That was taken up for a test case. That is well known.

Mr. Hamlin—Yes, that was taken up for a test case, that is true.

Now, then, if in making a reduction here of the maximum schedule of rates of 25 per cent, you are only reducing according to the testimony of Mr. Keepers, according to the sworn answer of the Burlington, according to the testimony of Mr. Hamlin, and according to the commodity tariff introduced by Mr. Keepers, you are only making your reduction on 50 per cent of their local business—and I will venture the assertion that they are carrying more than 50 per cent of their local business at 25 per cent.

Mr. Drennan—Mr. Hamlin, you have stated that twice. You have misstated Mr. Keeper's testimony.

Mr. Hamlin—Get Mr. Keeper's testimony.

Mr. Drennan—He did not say they were carrying more than 50 per cent at 25 per cent below the maximum.

Mr. Hamlin—I do not wish to be understood as saying that.

Mr. Drennan—You have stated it twice.

Mr. Hamlin—That is not true. He did not give the per cent below.

Mr. Drennan—No, he did not. In some of it, it only amounts to one or two per cent.

Mr. Hamlin—He did not say that.

Mr. Drennan—He don't say 25 per cent.

Mr. Hamlin—No, he didn't say any per cent. Get Mr. Keeper's testimony. (Addressing Mr. Streycckmans.)

Mr. Drennan—You say 25 per cent.

Mr. Hamlin—I make that statement myself. I don't make that as coming from the mouth of Mr. Keepers.

Mr. Drennan—Well, it is without foundation in the testimony.

Mr. Hamlin—Well, according to the commodity rates, tariffs put in operation by the Illinois Central Railroad as Mr. Streycckmans showed here, and the tariffs of other roads that he showed here, it figures a reduction of from 15, if I remember correctly, to 30 per cent, to somewhere about that amount.

Now, those are commodity rates used in Illinois, but I rely more upon the statement made here by the Burlington road, and I want to tell you in simply appealing to your experience and knowledge which is greater than mine, over this question of rates, the Burlington road is not going to carry local freight over their lines at much less than the Rock Island, or the Northwestern or the Santa Fe, or any of those roads. This question, gentlemen, resolves itself in my judgment in the Chicago & Alton and Illinois Central seeking to maintain this high tariff to local points where there is no competition. That is all there is in it. They do not want to give up the revenues

that they get from the non-competitive points, where they do not put commodity tariffs in force. They want to hold those people up for the full maximum schedule of rates, and you ought not to permit it. They are entitled to just as much protection as the competitive points are, just exactly.

Now, speaking of rates. Freight rates reach back to the very production itself, that is where it reaches back to. The farmer's price for his grain, for his hogs, for his cattle, is measured by the freight rate that he has to pay—the price is measured by the freight rate that he has to pay from the point where he loads his stuff to the market that it is shipped to, and the freight rate is taken from the product, the price of the cattle, the price of the hogs, the price of the grain, because the man who buys it knows what rate he has got to pay.

The answer to that upon the part of these gentlemen is: "Well, if you make these reductions in the interest of these interior shippers, they will take this profit and put it in their pockets." That is contrary to all rules of business that ever yet existed. These men are competing. The retailer is competing. We are here representing the Merchants' Retail Association. They are not in a trust or combination in the town in which they are doing business, and if they get their goods on their shelves at a cheaper rate than they are getting them now, the consumer gets the benefit of it. If the rate upon the products raised upon the farm is cheaper than it has been, it enhances the price of his product. That is the principle upon which it rests, and the people in the local communities are entitled to the reduction. The merchants, the jobbers in the interior are entitled to the reduction to them in order that they may supply the territory contiguous to their place of business at a local rate on a short haul that shall not put them out of business.

Look at Springfield. What can Springfield do? She is bound hand and foot. She cannot say to the manufacturer who comes to Springfield, "Locate here." The manufacturer, the first thing he determines is the freight rate. Why? His material has got to come in on a freight rate; his finished product must go out on a freight rate, and that rate must be such as to give him a fair chance, if he locates here, to do business in competition with those towns that he naturally would have to be in competition with.

But you take the rate that the Illinois Central places upon Springfield, that the Chicago & Alton places upon Springfield, and she is powerless to say to the manufacturers, "Come here and locate, and build up this community." Give us a chance too, when these finished products are made, to ship them to a radius of a hundred miles from us in competition with Indianapolis and Cincinnati, and even Detroit, who can ship the finished product under the interstate rate here, and drive these people out of the market within twenty miles of their own town. Such a condition must not exist. It is not just, it is not right. It is not fair. The rates must be so adjusted, the maximum schedule of rates, that it shall rest equally upon all alike, and that each may have the benefit of the geographical situation that he is in without being harnessed and bound by an unequal and unjust and unreasonable freight rate. And yet that is the condition here now.

Mr. Drennan—Mr. Hamlin, there wasn't a whit of testimony offered from Springfield to that effect, not a whit from the beginning of this case to the present time.

Mr. Hamlin—All you have got to do is to take the rates.

Mr. Drennan—I say there isn't a whit, and it never has been pointed out.

Mr. Hamlin—All you have got to do is to take the schedule.

Mr. Drennan—They don't show that. That statement of yours is without foundation and fact. I think it is a mistake of the head and not of the heart, but it is not correct.

The Chairman—I have heard some statements like that.

Mr. Drennan—There are no such conditions existing here.

Mr. Streyckmans—Mr. Keepers testified that there was the same rate, a blanket rate running from 150 miles from Chicago to 300 miles from Chicago.

Mr. Drennan—There is no statement sustaining that last statement of Mr. Hamlin's. I say that statement about Springfield is without foundation in this record.

The Chairman—Let us let General Hamlin go on with his argument. He remained still while you gentlemen argued.

Mr. Drennan—We have no chance to answer, though. It is unfair to us for him to make that statement when there isn't a word of testimony to support it.

The Chairman—If the testimony is not in, we will not consider the argument.

Mr. Hamlin—I must confess that I have nothing to do with this original case. I really don't know about this matter of these rates, and the figures, and as to the evidence, too, the figures were turned over by me to Mr. Barlow and Mr. Streyckmans. Mr. Streyckmans assisted Mr. Barlow. I depended on Mr. Barlow. I am not taking back anything I said, you understand, but I depend on them to have the exact facts and figures, and I am not charging you gentlemen with being unfair to me by getting Mr. Barlow out of this case, but it embarrasses me to the extent of not being able to pick up an expense account here, or a tariff, and prove, if questioned, the facts, because I confess to you that I had given that to those gentlemen who were much more competent and had more time than I did. But the fact remains—we people of Springfield know the situation we are in—we know that, and we know that we cannot get out of it under the present rate system. I take that from such men as Mr. Dirksen and other prominent business men here. Now, whether it is proved in the record or not, why, that is a matter I do not pretend to be absolutely certain about, but I think that it is sufficiently proven.

Now, then, I want to call your attention to another branch of this case. Before I leave that, it is remarkable that the Big Four Railroad, which, by the report made by them to this commission, is one of the largest carrying roads, while it has not the mileage of the Alton, or the mileage of the Illinois Central, within the State of Illinois, yet the Big Four, which is a part of the New York Central line, is an important factor in the matter of carrying freight within the State of Illinois. It carries it from the east in an interstate way into the State of Illinois. Its terminus is at East St. Louis. That is where it ends, its western terminus is at East St. Louis. It is in evidence here, notwithstanding the statement of my friend Brown that the commerce moves from the east to the west, that the Big Four, even at non-competitive points, are carrying freight locally as cheap east as it is carried interstate, west. The proof shows here that the Big Four Railroad, in carrying freight from East St. Louis to points within the State of Illinois, is carrying it practically at the Central Freight Association scale, at the same scale that they are carrying it from the east into the State of Illinois. That is abundantly proven here to be the case. It is also proven to be the case on the Baltimore & Ohio Southwestern, represented by Judge Kramer. It is also proven to be the case on the Clover Leaf, not represented here—at 25 per cent less than your maximum, yes, 40 per cent in many instances, and more. They have been carrying freight at those rates for years. They are not in the hands of a receiver. They are doing business. Don't you see, the milk in the cocoanut? It is the north and south lines that want to hold on to the non-competitive points, and charge your schedule. That is all there is in it. The Burlington don't charge it. The Rock Island don't charge it, the north-western don't charge it. The Santa Fe don't charge it. The Big Four don't charge it. The Clover Leaf don't charge it. The Baltimore don't charge it, and I venture the assertion, Judge Hamill, that the L. & N. don't charge it. Now, are you to maintain this maximum schedule of rates at this high position for the benefit of two or more north and south lines, that they may compel the non-competitive towns upon their lines to pay the tribute, and they admit themselves that with their commodity rate, at their competitive points, they are carrying it much less.

Another thing, whenever you equalize these rates, and revise this schedule to where it ought to be, these gentlemen instead of being put into bankruptcy as they say, will see that the tonnage will increase, and the amount of business done by them will increase so that upon revenues they will have as much money in their treasury at the end of the year as they have now in my judgment.

Now, speaking of this Smith vs. Ames case. I want to call your attention in as brief a way as possible—I have taken lots of time now—

The Chairman—You have some time yet.

Mr. Hamlin—I want to call your attention to the comparative income of railroads. Mr. Brown made the statement that the earnings of eastern roads, the per cent of profit upon the eastern lines, owing to the ton per mile, was so much in excess of the western lines, that there is where the profit came in; that they made more money because they had a larger tonnage. He made that argument. The fact is, that the western line, the Illinois lines, are making more money today on their business than the eastern lines are, from the figures furnished.

Now, the comparative income of railroads in 1904: Illinois with 11,529 miles, had a gross income of \$139,749,392.00; Ohio with 8,933 miles had a gross income of \$111,923,167.00; Iowa with 9,800 miles, had a gross income of \$57,-692,095.00.

Gross income per mile of main line: Illinois had, \$12,121.00 income of main line; Ohio had, \$12,977.00, a little more than Illinois, and Iowa had a less rate. Their rate is less than Illinois, the rate that they charge. Iowa has a gross income per mile of \$5,886.00, and Michigan has a gross income per mile of main line of \$7,978.00.

From gross earnings from operation, Illinois had \$133,092,165.00; Ohio, has \$113,648,356.00; Iowa has \$56,606,526.00.

Gross earnings per mile from operation: Illinois has \$11,544.00; Ohio, \$12,-722.00; Iowa, \$5,776.00.

Taking it the United States over on all lines, it is \$9,410.00 a mile from earnings per mile, gross earnings per mile from operation

Operating expenses: Illinois pays in operating expenses, total, \$92,163,681.00; Ohio pays, \$85,859,938.00; Iowa pays, \$42,694,060.00.

Operating expenses per mile of road. Of course, this is charged according to the mileage. This shows the gross operating expenses in Illinois are greater than Ohio, but the mileage is greater in Illinois than Ohio. In Illinois, the operating expenses are per mile of road, \$7,994.00; Iowa, \$4,356.00; Ohio, \$9,611.00; Michigan, \$5,894.00.

Net income per mile of road, Illinois from total income, \$4,127.00 per mile; Ohio, \$3,366.00; Iowa, \$1,529.00; Michigan, \$2,129.00; United States \$3,515.00.

Now, then, when we come to take the density of traffic, Illinois has a denser traffic than any other State in the west except Ohio. Mr. Peabody attempts to run it into groups, but when we take the population per mile of road, Iowa has 238, Ohio has 481, Indiana has 384, Illinois has 443.

The Supreme Court of the United States, in Smith vs. Ames says that population is a matter to be considered in determining the rate. Take passenger service in Illinois. Take the Illinois Central, if you please. Take its passenger earnings, and you have a right to consider in the matter of income passenger earnings, although you are fixing the schedule of rates upon freight, you have a right to consider income, the general subject of income, does anyone pretend to say, although the Illinois Central reports shows a deficit, at least carried out upon the train mileage basis, undertaking to show a deficit, I think from Mr. Peabody if I remember correctly, but you take the Illinois Central's immense suburban service in this State about Chicago, and take their traffic generally, and I don't think that when you come to apportion it to Illinois, take the passenger earnings and freight earnings in Illinois, I don't believe that you could possibly figure out any deficit unless you spread it over their entire line, both outside of Illinois and inside of Illinois, or spread it over their subsidiary lines. I do not know how that might figure out, but if you take the earnings from operation in Illinois of the Illinois Central of passenger and freight, and you could not make me believe that there would be any deficit limited to the State of Illinois from the immense business which they do.

But it shows that the density of population in Illinois is exceeded in the middle western states only by Ohio. Now, I want to read another provision of our Constitution, which in my mind changes the rule of Smith vs. Ames, as applied to the State of Illinois entirely. Now, what are the items properly chargeable against railroad earnings and railroad income? First, the operating expenses are to be taken out from the earnings of the railroad. What next? The taxes. What next? Rents, if there be any on lines leased by them. What next? Interest on bonded debt. Then what do you have left? What is left

is to be applied in payment of dividends, and those dividends are paid out of the surplus earnings of the road after the payment of what is called "operating expenses, rents, taxes and interest on bonded indebtedness." This State when it adopted the Constitution of 1870, provided the over capitalization of railroads, either in the way of bonded indebtedness or capital stock issued. The Constitution provides that no railroad corporation shall issue any stocks or bonds excepting for money, labor or property actually received and applied to the purposes for which such corporation was created, and all stock dividends and other fictitious increase of capital stock or indebtedness of any such corporation shall be void. The capital stock of no railroad corporation shall be increased for any purpose except upon the giving of sixty days public notice in such manner as may be provided by law.

The Atchison, Topeka & Santa Fé report the value of their road per mile at \$21,385.00, their capitalization per mile is \$51,248.00, over double what they swore that their road is worth.

The Chicago & Alton Railroad Company in their return made to the State Auditor under oath, say that their road is worth \$30,665.00 per mile of road within Illinois. Their capitalization is \$122,504.00.

If you will take the financial history of the Chicago & Alton Railroad Company, starting with the Chicago & Alton Railroad Company in 1897, as I now recollect, without referring to the figures, their bonded debt was \$22,000,000.00. Perhaps I have got that wrong—No: it was \$8,000,000.00. Their capital stock was \$22,000,000.00; they only owed \$8,000,000.00. But at the time they reorganized and organized the Chicago & Alton Railway Company, which took over the property of the Chicago & Alton Railroad Company. Which one reports, Mr. Kilpatrick?

Mr. Kilpatrick—The railway company.

Mr. Hamlin—The operating company reports?

Mr. Kilpatrick—For the last four years.

Mr. Hamlin—The railway company?

Mr. Kilpatrick—Yes.

Mr. Hamlin—And the railroad company does not report?

Mr. Kilpatrick—No.

Mr. Hamlin—Now, with the same mileage, with exactly the same mileage, they increase their bonded debt to an amount over \$40,000,000.00 from \$8,000,000.00; and the interest upon that debt, upon the same mileage, has to be paid from their earnings.

Now, as I say under that constitutional provision, with an increase to \$122,000.00 per mile, let me ask you if you could establish a rate, if they did pay a dividend upon their stock—I don't know what their common stock is worth, it ought not to be worth much with that sort of a capitalization, but if they did, if they wanted to try the rule of Smith vs. Ames, of the amount of money invested in that property, and that they should receive a just compensation on it, why you would have to establish rates, if you paid a dividend both on the common—Have you got preferred too? I reckon you don't pay any dividends on the common?

Mr. Miles—No.

Mr. Hamlin—No. But if you wanted to, I suppose when they sold this increase of bonds, they probably made a present of a corresponding amount of stock, that is the usual way of getting rid of the bonds, to unload the common stock as a present with the bonds. Now upon the same mileage, and paying the same interest on the bonded debt out of the earnings, let me tell you now it is in direct violation of that constitutional provision, and if my friend Brown engineered that deal, which I don't think he did, when Harri-man got the Alton Road, no wonder that they organized the Chicago & Alton Railway Company outside of the State of Illinois, in order to prevent a forfeiture of their charter.

Mr. Brown—They didn't do that.

Mr. Hamlin—Where did you organize your railroad company?

Mr. Miles—It is an Illinois corporation.

Mr. Brown—Yes.

Mr. Hamlin—Then I take it back.

Mr. Drennan—Why not stick to it?

Mr. Hamlin—I won't stick to anything that is not the truth, only I think your charter ought to be forfeited under that provision of the constitution.

Mr. Brown—What has that got to do with the maximum rates?

Mr. Hamlin—I will come to that presently. I am saying that interest on bonded debt is a fixed charge, and it don't take as much earnings, and there will be some applied to dividends, or more applied to dividends, and more applied to the reduction of rates when you are paying interest on \$8,000,000 than where you are paying it on \$40,000,000. That involves that. You are over-bonded. You have bonded the Chicago & Alton Railroad for more money than you report the road under oath to the Auditor to be worth, twice over. That is what it has to do with it exactly. If you can, by fictitious issues of stocks and bonded indebtedness—their excuse for it is, I presume, Mr. Harriman's excuse would be, that when he bought the road of the Blackstone in 1897 and 1898, they had to pay two dollars and seventy odd cents for the stock. How did that stock get its value? It got its value from the earnings of the Chicago & Alton Railroad, one of the best properties in Illinois. Where is it now? Under the wing of the Rock Island & Pacific, operated by one company and owned by another. And this manipulation of stocks and bonds by railroad companies is condemned by the general counsel of all the best roads today in Illinois. You may range them all in this room, and ask them the question if they believe, in the last three or four years of increased capitalization and bonded indebtedness, and mergers, and they will tell you no, they don't. We are in the field, for the last three years, of the high financing of some of the gentlemen down east, and there is no reason why this bonded indebtedness should be increased upon this road. The interest on this heavy bonded indebtedness had to be paid out of the earnings. The rates make the earnings. There is no reason why the public should be required to pay rates in excess of a fair and reasonable rate in order to pay interest on an illegal issue of bonds and stocks. That is the point I make, and the public is not to be mulcted into these high financial operations of mergers, increased bonded indebtedness, and so forth. Why? Get that item of \$2,000,000.

Mr. Streyckmans—What road?

Mr. Hamlin—The Illinois Central, where they bought the Duluth. They charge their permanent improvements against income account. They say, where will we take our money. We have got to make permanent improvements, we have got to reduce grades, we have got to build bridges, we are competing here, we have got to have the very best railroad structure, that is true, and where is the money to come from? Shall not we take it out of income, and make improvements that give the public better service, and better accommodation? Yes. It is liberal at least, to say yes. But what do you do? After you have made four million dollars of improvements upon your line, what do you do? Are you satisfied to take it out of the income account? No, you take it out of income account, or charge it up as operating expenses on some lines, then you proceed to capitalize it, and issue stock against it, and you distribute that stock to stockholders at par, and the stockholder takes it at par, or his distribution whatever it may be of it, and if that stock is worth 170 in the market, which was the lowest point last year of the Northwestern—what do they do with it, the stock? They capitalize these improvements, the stockholder has got the stock, he has got it at par, he puts it on the market at the lowest point at 170, he has made 70 cents, and that is what they call cutting a water melon down on Wall street. But the public have got to stand the increased capitalization, and if you issue bonds against it, you have got to take out of the earnings of the railroads that much more for a fixed charge upon the bonded debt, and thereby decrease the earnings that much, and maintain the rates which the public have to pay to meet this capitalization of stock, or pay dividends, or interest upon bonds issued against the permanent improvement. Now, then, if I had time I could demonstrate this with certain lines. We have the evidence here.

Now, I want to call your attention to the dividends paid in Illinois, and the amount carried to surplus from the earnings of roads in Illinois. In

some cases they do not make the division. They will run down, I think the Illinois Central, and I know the Burlington, they will run down the column until they reach net income, but they will never dispose of that net income by any statement made by them upon the reports made to you, or the reports made to the Auditor. They will show the amount of net income, and then that is as far as they go, and they do not apportion it to Illinois, and show how much the net income is on the income apportioned to the State of Illinois. Where they fail to do that, we are compelled simply to show the net income from the operation of the whole line, and the amount passed to the surplus on the whole line. Where they give the proportions to Illinois, why, then we can tell.

Now, take the Atchison, Topeka & Santa Fe Road. It paid dividends in Illinois last year, and this must come out of the net income. They paid \$341,563, which was 4 per cent on their common stock, and 5 per cent on their preferred stock. They passed to the surplus from operation in Illinois, to their surplus account in Illinois alone, \$1,334,706. They had, after paying every charge of operation, every charge on bonded debt, every charge against them, and paying their dividends of 4 and 5 per cent, they had a fund of \$344,706 as a surplus for the year 1904 from operations in Illinois, which left them a total surplus in their treasury of \$3,408,560. How would a 25 per cent reduction affect them, of freight rates in Illinois, where they say they only do 20 per cent of local business, and admit that they are carrying 50 per cent of that, less than your schedule. How does it affect them? It don't affect them at all.

Now, take the B. & O. They make no report, the B. & O. doesn't this year, for the Baltimore & Ohio Southwestern, from their lines in Illinois, and you cannot tell, and yet the statute requires them to, and yet they don't do it. They don't proportion it to Illinois. What are we compelled to do? Use the entire system because they report it that way.

They report that they paid in dividends upon the entire line, \$9,370,482 upon which they paid two dividends upon the common stock, one of 2 per cent, the other of 2 per cent, making four, and 4 per cent upon their preferred, and they had a surplus of \$5,506,647, and they had a total surplus in their treasury of over \$7,000,000. How does it affect them? It doesn't affect them at all, a 25 per cent reduction, because they are carrying within the State of Illinois already from East St. Louis to points in Illinois, they are carrying it at rates from 25 to 50 per cent less than your schedule. How does it affect them?

The Chicago Great Western Railway Company—Look at their capitalization per mile—\$101,806 00. What do they say their lines are worth in their report to the State Auditor?

Mr. Streycumans—\$14,983.00

Mr. Hamlin—Now, you expect the public to pay interest on their debts and pay them 5 per cent interest on that capitalization before the public shall be given a reasonable rate under the constitutional provision that they shall not issue stock and create indebtedness beyond the value of the road. And yet they paid in dividends in Illinois \$270,688.00 for 1904, declared two dividends upon their preferred stock (they have no common stock) of 9 per cent, 4 per cent once and 5 per cent again. And then passed after paying those dividends, they passed to the surplus in Illinois from operation last year, \$124,688.00, which made them a total surplus in their treasury of \$368,508.00. How would a 25 per cent reduction affect them? It certainly would not. It not would drivethem to bankruptcy.

You take the Chicago & Eastern Illinois Railroad, which the proof here shows is transporting over their lines in Illinois, and right across the State in Indiana, at way below your rates, well they paid in dividends last year, in Illinois, \$580,856.00, which was 6 per cent at one time on their common stock and 10 per cent at another, 16 per cent on their common stock, and 6 per cent upon their preferred, and then they passed to their surplus from operation in Illinois last year \$646,836.00 and had a total of \$3,638,508 00. I got the figures passed to their surplus figures, \$124,000 00—I gave their last surplus wrong. Their surplus from operation for last year was, after paying 16 per cent on the common and 6 per cent on the preferred, they then passed to their surplus account for 1904, \$646,836.00, which gave them a total surplus, bring-

ing forward the surplus that they had accumulated before that of \$2,456,220.00. How would 25 per cent reduction affect them? It certainly would not hurt them very much. They are paying 16 per cent and 6 per cent, which is 22 per cent.

Now, you take your Smith vs. Ames, and take the case in 174 U. S. where the Supreme Courts say, where they speak of 4 per cent dividend as being a proper return on a proper capitalization, that is a sufficient return. My friend Brown says, wouldn't you want to make, wouldn't you prefer to make 10 or 20 per cent? But you are engaged in a business, in which the constitution says that your roads are public highways. You are engaged in a business that is impressed with the public interest, and you are subject to public control, and you cannot expect, you do not stand in the attitude of a man who owns a store, who owns a farm. You stand in a business that is impressed with a public interest and you must yield to the law as provided in constitution and statutes.

Now, we had these all worked out on all the leading roads. I see I am tiring you, I think I am at least, and you will find that on every railroad in Illinois, every important railroad in Illinois, that they paid their dividends from 4, 6, 10 per cent, and passed to their surplus account from operations for that year, large sums of money. The only reason I dislike very much not to go through this whole thing is that the charge might be made that I have read the best things for my side of the case, and have left out the poorest without calling your attention to it.

Now, take the C. P. & St. L. that has been spoken about here. (I'll have these figures typewritten and put in shape so that the commission can see them.) Take the Big Four; take the Chicago, Rock Island & Pacific. They do not distribute, they do not apportion to Illinois at all. It was my purpose, when making this argument to take every report and show it to you as made to you. We have to take the whole line. Why? Because they do not apportion the Illinois part of it. Take the Chicago, Rock Island & Pacific. They paid in dividends, \$5,585,060.00. Their surplus, now, this is the whole line, from operation, is \$16,516,209.00. Their total surplus, \$22,343,955.00. Now, that is the whole line. We were compelled to use the whole line, because there is no statement made by them of their proportion in Illinois, either in their returns to the auditor, or their reports to this commission.

Take the Illinois Central. It paid in dividends last year in Illinois, \$5,309,505.00, which was 6 per cent. What is their stock worth today? I have not looked at the quotations for the last few days, but I take it it is probably worth in the neighborhood of 150. How much is it, Mr. Drennan now?

Mr. Drennan—167 That is due to excellent management.

Mr. Hamlin—There is no doubt about its management, not the least in the world. It is one of the best railroad systems in this country, unquestionably. Its stock is worth 167, I believe Mr. Drennan says. Now, stock is valued like every other piece of property from its earnings, from the substantial payment of dividends upon stock from year to year, without fear of its being decreased or of no dividends being paid.

Now, take Mr. Hamill's road, the L. & N. They make no report of their proportion in Illinois, none whatever. On the whole line, the whole L. & N. line, they paid in dividends, mark you gentlemen, don't lose sight of the fact that before they can pay dividends, they paid operating expenses, they paid interest on bonded debt, they have paid every item of expense, and after they had paid everything on the L. & N., this road that my friend Hamill makes such a poor mouth over, they paid \$3,000,000 00 in dividends; and their surplus, their total surplus on the whole line is \$11,684,424.00. Of course I could not figure out what the proportion of Illinois would be, but they could figure it out if they had followed the law and reported it to you. I think if your honors please, I have here a statement showing, taking the average value of the property per mile, as fixed by the railroads, taking the net earnings per mile as reported to you, commencing with the Atchison, Topeka & Santa Fe Road. They swore that the value of their line is \$21,385.00. They report to you that they earned net earnings per mile, \$4,876.00, which makes the present earnings per mile to value of road, 28.63 per cent, according to the value that they fixed, and according to the net earnings that they return. Take the constitutional provision, apply the rule of our constitution, and there can

be no doubt what effect it would have upon them of a reduction of 25, or even 30 or 40 per cent. This is prepared upon all the lines operating in the State of Illinois, upon that basis of percentage.

Now, gentlemen, in conclusion I have this to say: It is incumbent upon you in my judgment without a doubt, to reduce the maximum schedule of rates in Illinois to meet the present conditions. I think that reduction should be over 25 per cent. I think in making that reduction you will not injure the railroad companies. You will equalize the rates in this State, and you will not affect the employes of the different railroad companies.

I can remember some years ago in this State, when this same discussion of reduction of rates was before a Railroad and Warehouse Commission. I have the highest regard and consideration for the wages of employes of railroad companies, or any other employes, but gentlemen, you do not represent the employes of railroad companies alone. You represent the public, and the public is concerned, the employes in every other employment are entitled to the same consideration at your hands as are the employes of a railroad company. The clerk who stands behind the counter in Chicago or Springfield, is entitled to as much consideration at your hands upon a question of wage as is the railroad employe. He has to support his family out of his earnings, so they do in all of the departments of labor in this country.

Mr. Clark says in his speech before you today that they have certain methods that they propose to employ to increase their wages. He states that by organization and combination they have been able to raise the price of their wages. There are thousands of employes in Illinois tonight who went home to their supper without organization, without combination, living upon the same wage that these men are. There are thousands of farmers, men who work in the factories, thousands of retail merchants in all avenues of life. You stand here as the servants of the public, not of any one class, not of any one employment, but of all classes and of all employments. And while I am aware of the influences that have been brought to bear in Illinois within my recollection as a public man to influence the boards from the just, in my judgment, performance of their duty, under the constitution and under the law by reason of the political influence that might be brought to bear, we in this country today have reached that point, both national and state, that we have got to do justly and rightly by all classes, equal justice, as my friend Brown says, or Mr. Hamill, I believe it was, in his argument, a square deal.

The agitation against the railroads in this State upon rates, is not an agitation that springs from a socialistic element of our people. No, it springs from the bone and sinew of the country. We have become aghast at the great combinations of capital, great capitalization both in railroad management and industrial lines until the time has come in this nation and in this State that we must treat all classes fairly and give a man according to the conditions and environments which surround him a fair chance to make a living and to lay by something for the future. We can no longer tolerate the creation of great wealth in the hands of a few. I do not mean in any socialistic sense. I mean it shall be a square deal for all alike. Applying the evidence in this case to the operations of these defendant companies' roads, and the increase of their capitalization and bonded debt, to the admission that they are carrying the traffic voluntarily at a much lower rate than yours, you owe it to yourselves as public officials, you owe it to the public, that you should make an honest, fair, reduction, remembering, it is true, that a maximum schedule must not be made so low as to be the schedule that the railroad must charge whether or not, but such a maximum schedule of rates as shall operate in this State uniformly, as much so as you can make it under the provisions of our statute.

I thank you for the consideration which you have given to this case, and I thank the gentlemen upon the other side for the uniform courtesy which has existed during this investigation between us all.

General H. J. Hamlin, attorney for petitioners and Mr. Felix J. Streyckmans of counsel, then followed the public hearing by filing a printed brief, which read as follows; (brief 1.)

**In the Matter of the Petitions for a
Revision and Reduction of the
Illinois Schedule of Max-
imum Freight Rates.**

BRIEF OF PETITIONERS.

H. J. HAMLIN, Attorney for Petitioners.

FELIX J. STREYCKMANS, Of Counsel.

CONSTITUTIONAL PROVISIONS APPLICABLE TO RAILROADS.

REPORTS.

"The directors of every railroad corporation shall annually make report, under oath, to the Auditor of Public Accounts, or to some officer to be designated by law, of all their acts and doings, which report shall include such matters relating to railroads, as may be prescribed by law, and the General Assembly shall pass laws enforcing by suitable penalties the provisions of this section "

Sec. 9, Art. 11, Con. 1870.

RAILROADS, HIGHWAYS, RATES.

"Railways heretofore constructed or that may be hereafter constructed in this State are hereby declared public highways and shall be free to all persons for the transportation of their persons and property thereon, under such regulations as may be prescribed by law. And the General Assembly shall from time to time pass laws establishing reasonable maximum rates of charges for the transportation of passengers and freight on the different railroads in this State."

Sec. 12, Art. 11, Con. 1870.

ISSUES OF STOCKS OR BONDS EXCEPT FOR MONEY, PROPERTY OR LABOR, VOID.

"No railroad corporation shall issue any stocks or bonds, except for money, labor or property actually received, and applied to the purposes for which such corporation was created; and all stock dividends and other fictitious increase of capital stock or indebtedness of any such corporation shall be void. The capital stock of no railroad corporation shall be increased for any purpose except upon giving sixty days' notice, in such manner as may be provided by law."

This provision of the constitution was construed by the Supreme Court in rather an early case. It was held that the object of this provision, in providing that—

"No railroad corporation shall issue any stocks or bonds except for money, labor, or property actually received, and applied to the purposes for which such corporation was created; and all stock dividends and other fictitious increases of the capital stock or indebtedness of such corporation shall be void"

was to prevent recklessness and unscrupulous speculators under the guise or pretense of railroad building, or accomplishing some other legitimate corporate purpose, from fraudulently issuing and putting upon the market bonds and stocks that do not and are not intended to represent money or property of any kind, either in possession or in expectancy, the stocks or bonds in such case being entirely fictitious.

And in the same case it was held that where bonds had in fact, been issued for money or property, and the money or property received was diverted to some fraudulent object, that the constitutional provision could not be interposed in equity against the bond holders.

P. & S. R. R. Co. v. Thompson, 103 Ill., 187.

The construction of the constitution in this case has been adhered to with consistency to the present time

McAuliffe v. Reuter, 166 Ill., 498;

Bruegestadt v. Ludwig, 184 Ill., 39;

Memphis, etc., Railroad v. Dow, 120 U. S., 298.

And it will be noted that the extent to which these cases go is this: that as between innocent holders of bonds issued in violation of the provision of the constitution and someone interposing the contention that the bonds are void under the constitution, that they will be held valid, and that the Court was not called upon, in any of the cases cited, to determine whether such bonds or stocks would be regarded as valid as against the public for the purpose of determining a reasonable schedule of maximum rates.

The contrary doctrine has been recognized by the Supreme Court of the United States, in the case of *Smyth v. Ames*:

"If a railroad corporation has bouded its property for an amount that exceeds its fair value, or if its capitalization is largely fictitious, it may not impose upon the public the burden of such increased rates as may be required for the purpose of realizing profits upon such excessive valuation or fictitious capitalization, and the apparent value of the property and franchises used by the corporation, as represented by its stocks, bonds and obligations, is not alone to be considered when determining the rates that may be reasonably charged."

Smyth v. Ames, 169 U. S., 544;

Citing:

Corvinton & Lexington Turnpike Road Co. v. Sandford, 164 U. S., 596.

DISCRIMINATION IN RATES CONTRARY TO CONSTITUTION.

"The General Assembly shall pass laws to correct abuses, and prevent unjust discrimination and extortion, in rates of freight and passenger tariffs on the different railroads in this State, and enforce such laws by adequate penalties, to the extent, if necessary for that purpose, of forfeiture of their property and franchises."

Sec. 15, Art. 11, Con. 1870.

STATUTORY PROVISIONS, RAILROADS.

APPOINTMENT AND QUALIFICATION OF RAILROAD AND WAREHOUSE COMMISSIONERS.

Three commissioners every two years:

To be in no way connected with railroad company or warehouse;

Not directly or indirectly interested in any stock, bond or other property of railroad or warehouse;

Not to be in the employment of any railroad company or warehouseman;

May be removed in discretion of Governor.

Sections 1 and 2, Chap. 114, Hurd's R. S., p. 1469.

ALL RAILROADS INCORPORATED OR DOING BUSINESS IN ILLINOIS TO REPORT.

Every railroad company incorporated or doing business in this State, or which shall hereafter become incorporated or do business under any general or special law of this State, shall on or before the first day of September in the year of our Lord 1871, and on or before the same day in each year thereafter, make and transmit to the commissioners appointed by virtue of this act, at their office in Springfield, a full and true statement under oath of the proper officers of said corporation, of the affairs of their said corporation, ~~as the~~ same existed on the first day of the preceding July, specifying:

- First—The amount of capital stock subscribed and by whom;
 Third—The amount of capital stock paid in and by whom;
 Fourth—The amount of assets and liabilities;
 Sixth—The amount of cash paid to the company on account of the original capital stock;
 Seventh—The amount of funded debt;
 Eighth—The amount of floating debt;
 Ninth—The estimated value of the road bed including iron and bridges;
 Tenth—The estimated value of rolling stock;
 Eleventh—The estimated value of stations, buildings and fixtures;
 Twelfth—The estimated value of other property;
 Thirteenth—The length of single main track;
 Fourteenth—The length of double main track;
 Fifteenth—The length of branches, stating whether they have single or double track;
 Seventeenth—The number of miles run by passenger trains during the year preceding the making of the report;
 Eighteenth—The number of miles run by freight trains during the same period;
 Nineteenth—The number of tons of through freight carried during the same time;
 Twentieth—The number of tons of local freight carried during the same time;
 Twenty-first—*Its monthly earnings for the transportation of passengers during the same time;*
 Twenty-second—*Its monthly earnings for the transportation of freight during the same time;*
 Twenty-third—*Its monthly earnings from all other sources respectively;*
 Twenty-fourth—*The amount of expense incurred in the running and management of passenger trains during the same time;*
 Twenty-fifth—*The amount of expense incurred in the running and management of freight trains during the same time; also, the amount of expense incurred in the running and management of mixed trains during the same time;*
 Twenty-sixth—All other expenses incurred in the running and management of the road during the same time, including the salaries of officers, which shall be reported separately;
 Twenty-seventh—*The amount expended for repairs of road and maintenance of way, including repairs and renewal of bridges and renewal of iron;*
 Twenty-eighth—*The amount expended for improvement, and whether the same are estimated as a part of the expenses of operating or repairing the road, and if either, which;*
 Twenty-ninth—The amount expended for motive power and cars;
 Thirtieth—The amount expended for station houses, buildings and fixtures;
 Thirty-first—All other expenses for the maintenance of way;
 Thirty-second—All other expenditures, either for the management of the road, maintenance of way, motive power and cars, or for other purposes;
 Thirty-third—The rate of fare for passengers for each month during the same time, through and way passengers separately;
 Thirty-fourth—*The tariff of freights, showing each change of tariff during the same time;*
 Thirty-fifth—*A copy of each published rate for passengers and tariff of freight in force or issued for the government of its agents during the same time;*
 Thirty-sixth—*Whether the rates of fare and tariff of freights in such published lists are the same as those actually received by the company during the same time; if not, what were received.*

Sec. 6, Chap. 114, p. 1470, Hurd's R. S., 1903.

Said commissioners may make and propound to such railroad companies any additional interrogatories, which shall be answered by such companies in the same manner as those specified in the foregoing section.

Sec. 7, Chap. 114, p. 1471, Hurd's R. S., 1903.

COMMISSIONERS TO REPORT AND MAKE RECOMMENDATIONS.

Commissioners shall report to Governor on or before the first day of December each year, their doings for preceding year. State such facts and make such explanations as will disclose actual workings of the system of railroad transportation and warehouse business in their bearings upon the business and prosperity of the people of this State, and such suggestions in relation thereto, as may seem appropriate, and particularly first whether in their judgment the railroads can be classified in regard to rates of fare and freight to be charged, second whether a classification of freight can also be made, and if so in what manner.

COMMISSIONERS TO PROSECUTE OFFENSES.

Said commissioners to examine into condition and management, and all other matters concerning business of railroads and warehouses, so far as same pertain to their relation to the public; whether they and their officers and agents, employes, lessees and managers comply with the laws of this State now in force or which shall hereafter be in force concerning them. *Whenever it shall come to their knowledge by complaint or otherwise, or they shall have reason to believe that any law regulating railroads or warehouses has been or is being violated, commissioners shall prosecute or cause to be prosecuted, all corporations or persons guilty of such violations. Made their duty to cause one of their number at least once in six months to visit each county in which is located a railroad station and personally inquire into the management of railroad and warehouse business to enable commissioners to perform efficiently their duties.*

Sec. 11, Chap. 114, p. 1471, H. R. S., 1903.

POWER TO EXAMINE BOOKS.

The property, books, records, accounts, papers and proceedings of all such railroad companies, and all public warehousemen, shall at all times during business hours, be subject to the examination, and inspection of such Commissioners, and they shall have power to examine, under oath or affirmation, any and all directors, officers, managers, agents and employes of any such railroad corporation, and any and all owners, managers, lessees, agents, and employes of such public warehouse, and other persons, concerning any matter, relating to the condition and management of such business.

Sec. 13, Chap. 114, p. 1473, H. R. S., 1903.

POWER TO COMPEL ATTENDANCE OF WITNESSES.

In making any examination as contemplated by this act, or for the purpose of obtaining information pursuant to this act, said Commissioners shall have the power to issue subpoenas for the attendance of witnesses and may administer oaths. In case any persons shall wilfully fail or refuse to obey such subpoena, it shall be the duty of the Circuit Court of any County upon the application of said Commissioners to issue an attachment for such witnesses and compel such witnesses to attend before the Commissioners, and give their testimony upon such matters as shall be lawfully required by such Commissioners; and the said Court shall have power to punish for contempt, as in other cases of refusal to obey the process and order of such Court.

Sec. 14, Chap. 114, p. 1473, H. R. S., 1903.

PENALTY FOR WITNESSES TO OBEY SUBPOENA.

Any person who shall wilfully neglect or refuse to obey the process of subpoena issued by Commissioners, subject to fine not less than \$25, nor more than \$500.

PENALTY AGAINST RAILROAD COMPANIES AND WAREHOUSEMEN.

Every railroad company, and every officer, agent or employe of any railroad company, and every owner, lessee, manager, or employe of any warehouse, who shall wilfully neglect to make, and furnish any report required in this act, at the time herein required, or who shall wilfully and unlawfully hinder, delay or obstruct said Commissioners in the discharge of the duties imposed upon them, shall forfeit and pay a sum of not less than \$100 nor more than \$5,000 for each offense to be recovered in an action of debt, in the name and for the use of the People of the State of Illinois; and every railroad company, and every officer, agent or employe of any such railroad company and every owner, lessee, manager or agent or employe of any public warehouse, shall be liable to a like penalty for every period of ten days it or he shall wilfully neglect or refuse to make such report."

Sec. 16, Chap 114, p. 1473, H. R. S., 1903.

EXTORTION AND UNJUST DISCRIMINATION.

Act of May 2, 1873, Chap. 114, Hurd's R. S., 1899, p. 1339.

Section 1, defines extortion.

Section 2, defines unjust discrimination.

Section 3, prescribes rules of evidence for trial of causes under provisions of act.

Section 4, prescribes penalties for extortion and unjust discrimination.

Section 5; provides for recovery of penalties in action of debt and for accumulation of penalties in case of former recoveries.

Section 6, provides for recovery of damages by person or corporation injured by unjust discrimination against it.

DUTY OF COMMISSIONERS TO ENFORCE ACT.

Section 7. It shall be the duty of the railroad and warehouse commissioners to personally investigate and ascertain the provisions of this act are violated by any railroad corporation in this State, and to visit the various stations upon the line of each railroad for that purpose, as often as practicable; and whenever the facts, in any manner ascertained by said Commissioners shall in their judgment warrant such prosecution, it shall be the duty of said Commissioners to immediately cause suits to be commenced and prosecuted against any railroad corporation which may violate the provisions of this act. Such suits and prosecutions may be instituted in any county in this State, through or into which the line of the railroad corporation sued for violating this act may extend. And such railroad and warehouse commissioners are hereby authorized, when the facts of the case presented to them shall in their judgment, warrant the commencement of such action, to employ counsel to assist the Attorney General in conducting such suit on behalf of the State. No such suits commenced by said Commissioners shall be dismissed, except said Railroad and Warehouse Commissioners and the Attorney General shall consent thereto.

COMMISSIONERS TO MAKE SCHEDULES OF MAXIMUM RATES AND TO REVISE SAME FROM TIME TO TIME.

The Railroad and Warehouse Commissioners are hereby directed to make for each of the railroad corporations doing business in this State, as soon as practicable a schedule of reasonable maximum rates of charges for the transportation of passengers and freights, and cars of each said railroads; and said schedule shall in all suits brought against such railroad corporations wherein is, in any way, involved the charges of any such railroad corporation for the transportation of any passenger or freight or cars, or unjust discrimination in relation thereto, be deemed and taken in all courts in this State as *prima facie* evidence, that the rates therein fixed are reasonable maximum rates of charges for the transportation of passengers and freights, and cars

upon the railroads for which said schedules may have been respectively prepared. *Said Commissioners shall from time to time, as often as circumstances may require, change and revise said schedules.* When any schedule shall have been made or revised, as aforesaid, it shall be the duty of said Commissioners to have the same printed by the State printer, under the contract governing the State printing, and said Commissioners shall furnish two copies of such printed schedule to the president, general superintendent or receiver of each railroad company or corporation doing business in this State. All such schedules heretofore or hereafter made shall be received and held in all such suits as *prima facie* the schedules of said Commissioners without further proof than the production of the schedule desired to be used as evidence, with a certificate of the Railroad and Warehouse Commissioners that the same is a true copy of a schedule prepared by them for the railroad company or corporation therein named.

ACT TO PREVENT EXTORTION AND UNJUST DISCRIMINATION CONSTRUED.

Is merely declaratory of common law. At common law, carriers must carry all freight offered to them, and can only make reasonable charges for so doing.

C. B. & Q. v. Jones, 149 Ill., 361.

The legislature has power to directly fix the rates of charges. It has the right to declare what is reasonable, and when it does so its declaration is conclusive as to the reasonableness of the rates, and a charge beyond the maximum fixed by it must be regarded as unreasonable. But where the Legislature creates a commission to regulate the rate of charges, such commission has no power to make a schedule of rates which shall be final and conclusive evidence as to the unreasonableness of charges in excess thereof, because judicial inquiry would thereby be cut off.

C. B. & Q. v. Jones, 149, Ill., 361.

Schedules prepared by a railroad commission constitute *prima facie* evidence of the reasonableness of rates therein fixed, and such is the act of 1873.

C. B. & Q. v. Jones, 149 Ill., 361.

LIMITATION OF CHARGES OF PERSON OR CORPORATION IN PUBLIC SERVICE AN OLD PRINCIPLE.

Under the powers inherent in every sovereignty, a government may regulate the conduct of its citizens toward each other, and when necessary for the public good, the manner in which each shall use his own property. It has, in the exercise of these powers, been customary in England from time immemorial, and in this country from its first colonization, to regulate ferries, common carriers, hackmen, bakers, millers, wharfingers, inn-keepers, etc., and in so doing to fix the maximum charge to be made for services rendered, accommodations furnished and articles sold.

When the owner of property devotes it to a use in which the public has an interest, he in effect grants to the public an interest in such use, and must to the extent of that interest submit to be controlled by the public for the common good as long as he maintains the use. He may withdraw his grant by discontinuing the use.

Rights of property, and to a reasonable compensation for its use, created by the common law, can not be taken away, without due process; but the law itself, as a rule of conduct, may, unless constitutional limitations forbid, be changed at the will of the legislature. The great office of statutes is to remedy defects in the common law as they are developed, and to adopt it to the changes of time and circumstances.

Munn v. Illinois, 94 U. S., 113.

RIGHTS OF PUBLIC IN RAILROAD PROPERTY.

Railroad property ceases to be *juris privati*, merely, and is clothed with a quasi public use. Parties dealing with such property or taking security thereon do so with a knowledge of such public use and subject thereto. Consequently stockholders and bondholders in a railroad company hold such property subject to these principles:

(1) The right of the State to fix a reasonable maximum freight rate upon all freight shipped from point to point in the State, and such right in the State is paramount to any right which is or may be acquired by a stockholder-bond holder.

(2) The right of the State being superior, in determining what is a reasonable rate the interest of such bondholder can not be set up or considered against the interest of the State.

(3) In determining the reasonableness of the rates it cannot be other than such a rate as will pay the expense of operation, when prudently and economically managed, and something more at least for the company.

Reagan v. Mercantile Trust Co., 154 U. S., 413.

In *Smyth v. Ames*, 169 U. S., it was contended by the railroad companies that they were entitled to exact such charges for transportation as will enable them at all times, not only to pay operating expenses but to meet the interest regularly accruing upon outstanding obligations, and justify a dividend upon stock.

To this contention the court replied:

"In our opinion, the broad proposition advanced by counsel involves some misconception of the relations between the public and a railroad corporation. It is unsound in that it practically excludes from consideration the fair value of the property used, omits altogether any consideration of the right of the public to be exempt from unreasonable exactions, and makes the interest of the corporation maintaining a public highway the sole test in determining whether the rates established by or for it are such as may be rightfully prescribed as between it and the public. A railroad is a public highway, and none the less so because constructed and maintained through the agency of a corporation deriving its existence and powers from the State. Such a corporation was created for public purposes. It performs a function of the State. Its authority to exercise the right of eminent domain, and to charge tolls was given primarily for the benefit of the public. It is under governmental control, though such control must be exercised with due regard to the constitutional guaranties for the protection of its property."

It can not therefore be admitted that a railroad corporation maintaining a highway under the authority of the State may fix its rates with a view solely to its own interests, and ignore the rights of the public. But the rights of the public would be ignored if rates for the transportation of persons or property on a railroad were exacted without reference to the fair value of the property used for the public or the fair value of the services rendered, but in order simply that the corporation may make operating expenses, pay the interest on its obligations, and declare a dividend to stockholders.

"If a railroad corporation has bonded its property for an amount that exceeds its fair value, or if its capitalization is largely fictitious, it may not impose upon the public the burden of such increased rates as may be required for the purpose of realizing profits upon such excessive valuation or fictitious capitalization, and the apparent value of the property and franchises used by the corporation, as represented by its stocks, bonds and obligations, is not alone to be considered when determining the rates that may be reasonably charged. What was said in *Covington and Lexington Turnpike Road Co. v. Sanford*, 164 U. S., 578, is pertinent to the question under consideration. It was there observed:

"It cannot be said that a corporation is entitled, as of right, and without reference to the interests of the public, to realize a given per cent upon its capital stock. When the question arises whether the legislature has exceeded its constitutional power in prescribing rates to be charged by a corporation controlling a public highway, stockholders are not the only persons whose rights or interests are to be considered. The rights

of the public are not to be ignored. It is alleged here that the rates prescribed are unreasonable and unjust to a company and its stockholders, but that involves an inquiry as to what is reasonable and just for the public. The public cannot properly be subjected to unreasonable rates, in order simply that stockholders may earn dividends. The legislature has the authority, in every case where its power has not been restrained by contract, to proceed upon the ground that the public may not rightly be required to submit to unreasonable exactions for the use of a public highway, established and maintained under legislative authority. If the corporation cannot maintain such a highway and earn dividends for stockholders, it is a misfortune for it and them, which the constitution does not require to be remedied by imposing unjust burdens upon the public. So that the right of the public to use the defendant's turnpike, upon the payment of such tolls as, in view of the value and nature of the services rendered by the company, are reasonable, is an element in the general inquiry whether the rates established by law are unjust and unreasonable.

A corporation maintaining a public highway, although it owns the property it employs for accomplishing public objects, must be held to have accepted its rights, privileges and franchises subject to the condition that the government creating it or the government within whose limits it conducts its business, may by legislation protect the people against unreasonable charges for services rendered by it. It cannot be assumed that any railroad corporation accepting franchise rights and privileges at the hands of the public ever supposed that it acquired or that it was intended to grant to it the power to construct and maintain a public highway simply for its benefit, without regard to the rights of the public. But it is equally true that the corporation performing such services and the people financially interested in its business and affairs have rights that may not be invaded by legislative enactment in disregard of the fundamental guaranties for the protection of property.

Smith v. Ames, 169 U. S., 544.

We hold * * * that the basis of all calculations as to the reasonableness of rates to be charged by a corporation maintaining a highway under legislative sanction must be the fair value of the property being used by it for the convenience of the public, and in order to ascertain that value the original cost of construction, the amount expended in permanent improvements, the amount and market value of its bonds and stocks, the present as compared with the original cost of construction, the probable earning capacity of the property under particular rates prescribed by statute, and the sum required to meet operating expenses are all matters for consideration and are to be given such weight as may be just and right in each case. We do not say that there may not be other matters to be regarded in estimating the value of the property. What the company is entitled to ask is a fair return upon the value of that which it employs for the public convenience. On the other hand, what the public is entitled to demand is that no more be exacted from it for the use of the public highway than the services rendered by it are reasonably worth "

Smith v. Ames, 169 U. S., 547.

PROFITS OF INTRA-STATE BUSINESS CANNOT BE ABSORBED TO MEET LOSSES ON INTER-STATE BUSINESS.

While by the case of *Smith vs. Ames* the principal is clearly established that only intra-state business can be taken into consideration in fixing the maximum schedule of reasonable rates for a State, it is also held that the profits of intra-state business cannot be absorbed in the payment of losses on inter-state business. And the result of that conclusion is that in considering whether the intra-state business of a particular road or the roads of a particular state, is sufficient to warrant a reduction in rates, income, capitalization and expenses must be considered alone with respect to the business of the state. It is said:

"The state cannot justify unreasonably low rates for domestic transportation considered alone upon the ground that the carrier is earning large profits on its inter-state business, over which, so far as rates are concerned, the State has no control. Nor can the carrier justify unreasonably high rates on domestic business upon the ground that it will be able only in that way to meet losses on its inter-state business."

Smyth v. Ames, 169 U. S., 541.

UNLESS RATES FIXED CLEARLY UNREASONABLE COURT WILL NOT INTERFERE.

"It should be remembered that the judiciary ought not to interfere with the collection of rates established under legislative sanction unless they are so plainly and palpably unreasonable as to make their enforcement equivalent to the taking of property for public use without such compensation as, under all the circumstances, is just, both to the owner and to the public; that is, judicial interference should never occur, unless the case presents clearly and beyond all doubt such a flagrant attack upon the rights of property, under the guise of regulations, as to compel the court to say that the rates prescribed will necessarily have the effect to deny just compensation for private property taken for the public use."

San Diego Land Co. v. National City, 174 U. S., 754.

A PUBLIC SERVICE CORPORATION IS ONLY ENTITLED TO A FAIR RETURN ON THE PROPERTY ACTUALLY EMPLOYED IN THE SERVICE OF THE PUBLIC, AND NOT UPON ANY FICTITIOUS VALUE IN STOCKS OR BONDS.

"And in order to ascertain that fact, the original cost of construction, the amount expended in permanent improvements, the amount and market value of its bonds and stocks, the present as compared with the original cost of construction, the probable earning capacity of the property under particular rates prescribed by the statute, and the sum required to meet operating expenses, are all matters for consideration and are to be given such weight as may be just and right in each case. We do not say that there may not be other matters to be regarded in estimating the value of the property. What the company is entitled to ask is a fair return on the value of that which it employs for the public convenience. On the other hand, what the public is entitled to demand is that no more be exacted from it for the use of a public highway than the services rendered by it are reasonably worth. 'Each case must depend upon its special facts, and when a court, without assuming itself to prescribe rates, is required to determine whether the rates prescribed by the legislature for a corporation controlling a public highway, are, as an entirety, so unjust as to destroy the value of its property for all the purposes for which it was acquired, its duty is to take into consideration interests both of the public and of the owner of the property, together with all other circumstances that are fairly to be considered in determining whether the legislature has, under the guise of regulating rates, exceeded its constitutional authority, and practically deprived the owner of property without due process of law. The utmost that any corporation operating a public highway can rightfully demand at the hands of the legislature, when exercising its general powers, is that it receives what, under all the circumstances, is such compensation for the use of its property as will be just, both to it and to the public.'"

Redlands Domestic Water Co. v. Redlands, 53 Pacific Reporter, 843;
Covington & Lexington Turnpike Road Co. v. Sandford, 164 U. S., 578;
San Diego Water Co. v. San Diego, 118 Calif., 556;
San Diego Land Co. v. National City, 174 U. S., 756.

PROFITS THAT MUST BE ALLOWED PUBLIC SERVICE CORPORATION.

It is not the settled doctrine of the courts that any particular amount or per cent of profit shall be earned by a public service corporation in order that it may be said that the rate fixed by law does not deprive it of i

property without just compensation. If some profits are left, after paying operating expenses and fixed charges, many courts have held that the question of the reasonableness of the rate is a legislative and not a judicial question; but the better rule seems to be, that what is a reasonable profit or a reasonable rate for service, is a question to be determined by the court from all the circumstances, and what might be considered reasonable in one case might not be so considered in another.

San Diego Water Co. v. San Diego, 62 Amer. State Report, 261; and note thereunder.

REBATES AND COMMODITY RATES EVINCE AN EXCESSIVE TARIFF.

Where rebates were paid regularly for years, or where commodity rates are allowed on a particular line of goods or to certain favored customers for many years, such facts constitute evidence of the reasonableness of the rates charged and of the unreasonableness and injustice of higher rates charged to others similarly situated.

Cook v. Chicago, Etc., Railway Co., 81 Iowa, 551; 25 Amer. State Report, 512.

ADMISSIBILITY OF RETURNS TO STATE BOARD OF EQUALIZATION FOR TAXATION.

Returns of railroad companies to the State Board of Equalization, made for the purpose of taxation are in the nature of admissions by the railroad companies against interest and as such are admissible for the purpose of showing the value of their property. Such admissions at least tend to show the value of their property, and that is sufficient to render them admissible.

"Whatever a party voluntarily admits to be true though the admission be contrary to his interests, may reasonably be taken for the truth. The same rule it will be seen applies to admissions by those who are so identified in situation and interest with a party that their declaration may be considered to have been made by himself."

The Law of Ev., Jones Sec. 237.

This doctrine has been applied to admissions made in returns of property for assessment in numerous cases.

Beckwith v. Talbot, 2 Col. 639;

Vernon Shell Road Co. v. City of Savannah, 95, Ga. 387;

Sherman v. Hoagland, 73, Ind., 472;

Towns v. Smith, 115, Ind., 480;

Miffin Bridge Co., v. Juniata Co., 144, Pa., St., 365.

Hubbard v. Moore, 67, Vt., 532.

"The value of the stock of a corporation, and the amount at which the corporation property is returned for taxation are competent evidence of the value of the property owned by the corporation."

Vernon Shell Road Co. v. City of Savannah, 95, Ga., 387.

"In a suit by a bridge company against a county for the value of its bridge taken by the county for public use, the return made by the bridge company of the value of its capital stock to the auditor general is competent evidence for the purpose of showing the value of the stock as made for the company by its officers under oath.

Miffin Bridge Co. v. Juniata County, 144, Pa., St., 365.

PRESUMPTIONS ARISING FROM FAILURE OF RAILROADS TO PRODUCE EVIDENCE SHOWING EARNINGS ON BUSINESS IN ILLINOIS.

"The mere withholding or failing to produce evidence which under the circumstances would be expected to be produced and which is available, gives rise to a presumption against the party. It is a presumption less violent than that which tends to fabrication of testimony, or the suppression of documents

in which other parties have a legal interest, but the courts recognize and act upon the natural inference that the evidence is held back under such circumstances because it would be unfavorable."

1st Jones Law of Evidence, section 17.

When a party fails to produce evidence apparently within his power, such failure is liable to produce an inference that the evidence, if produced, would be unfavorable to the party neglecting to produce it. This is peculiarly true where the evidence consists of documents in the hands of the parties withholding them. Where evidence is produced tending to show an unfavorable condition against a party who has in his possession documents or record evidence which would put the matter in absolute certainty, a strong presumption arises that the production of such documents would show at least as unfavorable a condition as that which the evidence tends to prove.

Village of Princeville v. Hitchcock, 101, Ill., App., 588;

Hope v. West Chicago Street Railway Co., 82, Ill., App.; 311;

Chicago City Ry. Co. v. Duffin, 126 Ill., 100;

Harding v. American Glucose Co., 182, Ill.: 551;

Law v. Woodruff, 48, Ill., 399;

Central Stock and Grain Exchange v. Board of Trade of Chicago, 196, Ill., 396.

Mantony v. Reilly, 184, Ill., 183.

ARGUMENT.

Notwithstanding the fact that oral arguments were made in this case by Mr. Streyckmans and myself and the same have been printed by order of the Railroad and Warehouse Commission, I have thought it best to call the commission's attention to some additional reasons why there should be a reduction of the schedule of maximum rates in the State of Illinois. I desire, also, in a brief way, to discuss some of the evidence that was introduced on the part of the respondents. This argument is not intended to cover all of the points in the case, but some additional points that it seems to me were not sufficiently covered by the oral arguments.

The evidence introduced in the hearing of 1902, in connection with that produced at the hearing of 1905, shows conclusively the following facts which are practically admitted by the respondents:

1. That the Central Freight Association is a voluntary organization of railroads doing business in a certain territory in which is included the states of Michigan, Indiana and Ohio. That this association has made a voluntary scale of rates, which applies in the states of Ohio, Indiana and Michigan; the tariffs and other exhibits showing that this scale is either adhered to or a slightly higher rate is charged. That the C. F. A. scale is practically in effect in the states of Indiana and Michigan, where no railroad commission exists. One witness for respondents, Mr. Hamblin, testifies that this scale was forced upon the railroads by the act of the Ohio legislature, but the evidence shows that the rates of transportation fixed by said act of the legislature are exactly the same as the C. F. A. scale for distances of thirty and fifty miles, and that the C. F. A. scale is lower than the Ohio scale for distances of seventy-five to 350 miles. In other words, the rate established by the C. F. A. scale is less than that limited by the Ohio legislature, and must, therefore, be voluntary on the part of the railroads.

The evidence also shows that by taking the aggregate of the five classes for the various distances from 100 to 250 miles, we find that the C. F. A. scale is over 45 per cent lower than the Illinois distance tariff. By taking the classes from 1 to 6 we find that on the first class for 100 miles the C. F. A. scale is 60 per cent lower than the Illinois distance tariff, and this percentage decreases until we arrive at the distance of 450 miles, when the percentage is 34. Second class is 40 per cent lower at a distance of 100 miles, and decreases to 30 per cent at 450 miles. Third class is 27 per cent lower at 100 miles, and fluctuates until it is 36 per cent at a distance of 450 miles. Fourth class is 50 per cent lower at a distance of 100 miles, and fluctuates up to 65 per cent lower, going back to 52 per cent at a distance of 450 miles. Fifth class is 66

per cent less at a distance of 100 miles, until it is 42 per cent less at 450 miles. By exhibit A-14 it is shown that with this alleged low basis of class rates, that commodity rates are charged which are even on a still lower basis.

Considering the fact that the question of classification becomes important in determining the rate fixed as between two scales, petitioners made a comparison of the official classification, which is used with the C. F. A. scale, and of the Illinois classification used with the Illinois distance tariff. Mr. Barlow testifies (Rec. 110) that taken as a whole these classifications are practically alike, and that, therefore, comparison need only be made of the scale of rates.

2. The evidence also discloses that rates in other states surrounding the State of Illinois on shipments from point to point in one state as compared with shipments of like character wholly within the State of Illinois, are much lower than the Illinois distance tariff. In fact the evidence discloses, through tariffs, etc., that the local rates in Michigan, Ohio and Indiana are based entirely on the C. F. A. scale.

3. The evidence discloses that the B. & O. S.-W. and Vandalia, and the T., St. L. & W., and the Big Four Railway are now operating as shown by their tariffs, on practically the same rates as are fixed by the C. F. A. scale on shipments from East St. Louis to points in Illinois, such shipments necessarily moving towards the east, and have been for several years.

5. Considerable evidence was introduced at both hearings, and has been unrefuted, showing that there are a great number of inequalities and discriminations in Illinois; that the full commissioners' maximum is charged for certain cities, whereas special rates are made out of and into certain localities. Also that blanket rates have been established on various roads in Illinois, covering in some instances a distance of 150 miles. In other words, the same rate being charged for a haul of 45 miles as is charged for a haul of 292 miles in the same direction. In one instance, 12 cents being charged on a shipment of coffee from Decatur to Arcola, a distance of 40 miles, and 10 cents being charged on a similar shipment from Peoria, Ill., to Arcola, Ill., a distance of 119 miles, the freight in the latter instance passing through Decatur on its way to Arcola.

6. The evidence also shows that commodity rates and special rates are made to certain interests and to certain localities in the State. It will be noted that in the evidence of the General Freight Agents of the various railroads who were put on the stand for the respondents that they testify that these commodity and special rates are given in order to allow raw material to go into manufacturing localities at a reduced rate. By a reference to the commodity tariffs introduced in evidence, which are quite numerous, it will be found that these commodity rates are made on finished products as well as upon raw material.

But even though the statements made by such witnesses were true, an analysis of the situation will disclose the fact that if low rates are made on raw material, that the person who pays the freight on the manufactured product must pay more than his share in order to compensate the railroad company for the haul of both the raw material and the finished product. This was brought out by the chairman of the Commission both at the hearing in 1902 and 1905. (P. 492, of the Record of 1905.)

Mr. Hamblin, upon being interrogated by Mr. Neville, stated: "If we made the same rates to everybody that we make to those manufacturers along our line we could not run with any degree of comfort. It will apply to a certain extent that it is necessary for other people who are not manufacturers to pay the profits on the road in order that the manufacturers may run their factories. But those people do not have the competition that the manufacturers have. They do not furnish anything to the material benefit of the state as a whole."

The Chairman: (Record 493) "Then the burden comes on the other shippers who are not manufacturers to pay a part of the cost of the freight for the manufacturers, don't it?"

A. "The other people feel no burden."

Q. "I am not asking about that. I am just asking for the fact."

A. "Well, those are the facts."

Mr. Keepers, General Freight Agent of the Illinois Central Railroad Company, and Mr. Hamblin, General Freight Agent of the C., B. & Q. Ry., and Mr. Cook, General Freight Agent of the C. & E. I., and Mr. Gower, General Freight Agent of the C., R. I. & P., testified that an enormous proportion of the local tonnage in Illinois is carried at less than the Commissioners' schedule, owing to the fact that much of the heavy freight is carried on the five low classes, and that these special and commodity rates are given. Mr. Keepers testifies that at least 50 per cent of the local tonnage is so hauled at less than the Commissioners' schedule. Notwithstanding this condition of affairs in Illinois, we find that the evidence shows that the net earnings from operation in Illinois are at least \$450 more per mile in Illinois than they are in any of the states in which the C. F. A. scale is in operation. Witnesses for respondents have also testified that shipments on roads in Illinois are made on a basis agreed upon by both roads, which agreement is always less than the sum of two locals. These witnesses have also testified that the low interstate rates from the east are voluntarily agreed to by the roads in Illinois. Considering the fact that in this hearing we must take under consideration only the effect a reduction of the Illinois distance tariff would have on what is termed local or domestic business, and considering also the facts above set forth we can but come to the conclusion that more money is earned by the railroads doing business in Illinois on their local business, than is earned either on interstate business or on their business in other states. The railroads have reported to the Railroad and Warehouse Commission the dividends paid on their entire line. If the facts above set forth are true, there can be no question but what more money was derived from the local business in Illinois under the Illinois distance tariff with which to pay said dividends, than was derived from any other business transacted by said roads. This fact will be shown when the testimony of Mr. Peabody is discussed as to the business of the Santa Fe road.

A reduction of the Illinois distance tariff would simply mean the placing of shippers of Illinois appropriately on an equality with each other and would be the means of preventing discriminations and inequalities not only between individuals but as between different localities in the State. The evidence shows that a large amount in 1904 was passed to the surplus account by the leading roads in Illinois, after the payment of large dividends.

The only evidence introduced by the respondents on the question of density of traffic was that of Mr. Peabody, statistician of the Santa Fe Road. In his comparison, Mr. Peabody compares Group 3, as adopted by the Inter-State Commerce Commission, with Group 6. This comparison is extremely unfair because the group, in which Illinois is included, consists of such sparsely settled states as Minnesota, North and South Dakota, etc. The only just comparison to make is that of one state with another, for the reason that we are not comparing rates as between groups but between states. Such comparison was made by petitioners with the result that it was shown that Illinois has a greater density of traffic than any other state in the central part of this country excepting Ohio; also that the population per mile is greater in Illinois than either Indiana, Ohio or Michigan.

The following table will show, however, that Group 3 pays a higher dividend and interest than Group 2.

INTEREST AND DIVIDENDS PAYMENTS BY GROUPS, FROM POOR'S MANUAL FOR 1904. PAGE 11.

FOR YEAR 1903.

Group 2. New York, New Jersey, Pennsylvania, Delaware and Maryland.	
Interest paid on total bonded debt.....	4.15%
Dividends paid on total share capital debt.....	2.96%
Group 3. Ohio, Michigan, Indiana, Illinois and Wisconsin.	
Interest paid on total bonded debt.....	4.22%
Dividend paid on total share capital debt.....	3.65%

This shows that the western central group does better than the eastern.

Mr. Peabody also offered in evidence a table showing the income accounts of various roads operating in Illinois beginning with the Santa Fe. A reference to a few of the compilations included in this table will show to the commission that these tables are not worthy of consideration for the reason that they are not based upon a proper method of figuring either the operating expenses, interest paid on bonded debt or the distribution of capital stock. In fact said table is a mere jumbling together of figures without any regard to facts. For instance, Mr. Peabody states that the figures on which the compilation for the Santa Fe is based are made on a train mileage basis. He states that there are a total of 5,000 miles on the Santa Fe road, of which 291 are operated in Illinois; that the earnings from operation on a train mileage basis for Illinois are \$4,554,100.00; that the Illinois proportion of total train mileage is 11.27 per cent; that the operating expenses in Illinois on train mileage basis are \$2,273,492; the actual taxes in Illinois \$104,650. He then, according to his own statement, ascertains the amount of interest to be apportioned to the State of Illinois on the train mileage basis, is \$1,070,092. At this point it must be taken into consideration that the Santa Fe Railroad reports to the Warehouse Commission that capital stock and bonded debt cover over 5,000 miles of railroad, only 5,031 of which are operated by said road. Because Illinois has done 11.27 per cent of the total business of the Santa Fe road, Mr. Peabody compels the payment out of the earnings of Illinois (291 miles of track 11.27 per cent of the interest on the bonded debt covering over 5,000 miles. By so doing he finds a total charge against revenue of \$4,184,244, which being deducted from earnings from operation, leaves according to his figures, \$445,856 to be applied to dividends. In applying this to dividends, however, he again apportions to Illinois 11.27 per cent of the entire capital stock of the road covering over 5,000 miles instead of apportioning it to the capital stock covering 291 miles of road that actually earned the money. The capital stock apportioned to Illinois on the train mileage basis amounts to over 26 millions of dollars and applying the \$445,856 to dividends on that amount, figures only 2.30 per cent as indicated in Mr. Peabody's table.

In the report made by the Santa Fe to the railroad commission, we find that the earnings from operating in Illinois are ascertained on the train mileage basis and are similar to the figures used by Mr. Peabody in his table; the same is true as to the operating expenses. To that is added income from property and from that is deducted fixed charges on a track mileage basis, leaving a net income in Illinois, as shown by the report of said road to the Railroad and Warehouse Commission, of \$1,676,269, which is over one million dollars higher than the figures shown in Mr. Peabody's statement.

In Mr. Peabody's table he has charged that portion of his road doing business in the State of Illinois, with 11.27 per cent of the interest on bonded debt covering 5,000 miles, although the mileage in Illinois is only 291 miles and although Illinois trackage only did 11.27 per cent of the business done on 5,031 miles of road. He also makes the State of Illinois pay dividends on 11.27 per cent of the capital stock covering over 5,000 miles of road on the same plan. He does not, however, give credit for the income from operation of the 5,000,000 miles on which Illinois is charged with a proportion of the interest and dividends. According to his calculation Illinois is compelled to pay dividends on mileage from which it receives no credit in the way of income. In other words, the Santa Fe Railroad in their report to the railroad commission state that their entire capital stock covers over 5,000 miles of road, only 5,031 of which are operated by the road itself. Mr. Peabody, in ascertaining the amount of capital stock to be apportioned to Illinois on the train mileage basis, has taken 11.27 per cent of 5,000 miles of capital stock instead of 11.27 per cent of 5,031 miles which he should have done even on the train mileage basis for the reason that Illinois with 291 miles only did 11.27 per cent of the business done on 5,031 miles. He has done the same thing as to the interest on bonded debt. Had Mr. Peabody given the State of Illinois credit for its proportion of the earnings from operation of the additional 3,000 miles, such a compilation might have some color of justice in it, but it is not fair to compel the 291 miles of road operated in Illinois to pay dividends, and interest on bonded debt, not only on 291 miles of road over which the money was earned, but because said 291 miles were productive of greater revenue than any other

portion of the line, compel the payment out of said earnings of a portion of the other mileage included in the 5,031 miles on which the train mileage is based, and then in addition to that, compel the payment of 11.27 per cent of the interest on funded debt and dividends on the remaining 3,000 miles.

According to Mr. Peabody's figures, had the entire business of the Santa Fe road or the net earnings from operation arisen from the 291 miles operated in Illinois, and had the remainder of the mileage operated by the road been unproductive of any net earnings from operation, then it would be necessary out of such Illinois net earnings to pay the interest on funded debt and dividends on the capital stock representing the entire system. The more productive of revenue the 291 miles of road located in Illinois would be, on the train mileage basis, the more dividends and interest on funded debt it would have to pay, according to his theory. In order to ascertain the actual business done in Illinois, the proper method would be to use the train mileage basis to ascertain the gross earning—

Which would be.....	\$4,720,154 00
Operating expenses ascertained on same basis would be.....	2,334,399 00
This would leave a net income from operation of.....	\$1,185,785 00
Income from property on train mileage basis would be.....	971,410 00
Making total income of.....	\$2,875,195 00
Less fixed charges, interest, etc.....	\$1,224,798 00
Net income.....	\$1,632,597 00

This is practically the same amount as is reported by the Santa Fe road to the Board of Railroad Commissioners. However, eliminating the train mileage basis entirely and using the track mileage basis for the entire computation we will find that the net income in Illinois is \$861,808 after payment of interest, etc. This computation is certainly eminently fair for the reason that by using track mileage instead of train mileage basis we get gross earnings from operation of only \$2,418,660, instead of \$4,720,154. If we then apportion the capital stock of the entire road to Illinois we will find that it represents \$8,150,592. As before stated, the income after deduction of fixed charges, which includes interest on funded debt, is \$861,808, which is equivalent to 10.57 per cent applicable to the payment of dividends.

The value of the Santa Fe road as returned by it to the State Board of Equalization, in Illinois, is \$6,078,162. The net income in Illinois, without the payment of fixed charges, would be \$1,183,927, making 19.48 per cent applicable to the payment of interest on funded debt and dividends on capital stock.

Again, using the track mileage basis for the ascertainment of gross earnings, operating expenses, income from property and fixed charges, which is the computation by which the lowest results are had, we get the figures of \$861,808, applicable to the payment of dividends in Illinois. The Santa Fe railroad reports the payment of 4 and 5 per cent dividends on the whole line, which apportioned on the train mileage basis makes in Illinois \$341,563. That is to say, the business done in Illinois should pay \$341,563 as its proportion of the dividends. It will thus be seen that apportioning the dividends as above makes Illinois' share 341,563, while the net income after the payment of all charges, including interest on funded debt in Illinois, was \$861,808, making \$520,245 additional that was received from Illinois business that must have been applied to the payment of dividends on capital stock covering portions of the road outside of the State of Illinois. These last figures corroborate the statement heretofore made in this argument that the business in Illinois yields to the Santa Fe railroad company about 10.57 per cent dividends on the mileage located within the boundaries of this State.

It will be noticed that in Mr. Peabody's table many of the roads are shown to have sustained a deficit, or would sustain a deficit according to the compilation made. Take for instance the Pennsylvania company—a deficit is shown of \$1,367,460. Mr. Peabody states that all of these compilations are made on the train mileage basis. An examination of the figures will disclose, however, that this is not true.

On a train mileage basis we find that the gross earnings for Illinois for the Pennsylvania company are \$853,053, operating expenses, \$118,069, leaving an income from operation, \$734,985. Income from property on train mileage basis is \$174,841, leaving total income of \$909,825, less fixed charges, \$344,004, leaving net income for the State of Illinois of \$565,821 instead of a deficit of \$1,374,460 as shown by Mr. Peabody's table.

The facts are, that the figures used by Mr. Peabody are those reported by the Pennsylvania company to the Railroad and Warehouse Commission, and under the head of operating expenses in Illinois, that company has reported all of its terminal charges in Chicago.

The Pennsylvania company operates thirty-one miles of road in Illinois, according to its report, and the operating expenses for thirty-one miles are \$1,722,444, which shows plainly that in its operating expenses it includes the enormous terminal charges to which it is subjected at Chicago. These terminal charges should be distributed over the entire line, instead of being reported as operating expenses in Illinois. By making a compilation on the train mileage basis, such charges are properly distributed, with a result as above shown of a net income of over \$500,000, instead of a deficit of nearly \$1,400,000.

The same is true of nearly every road showing a deficit in the table above referred to, as they are all eastern lines having heavy terminal expenses in the city of Chicago, such as the Nickle Plate, Panhandle, Pennsylvania company, Lake Shore & Michigan Southern, etc.

The whole case for the respondents, so far as earnings are concerned, out of which they are expected to pay their dividends, is based upon the table introduced in evidence by Mr. Peabody. This table, as we have shown, is thoroughly unreliable and should not be considered by the commission as furnishing any proof of the facts attempted therein to be stated.

EARNINGS AND INCOME OF THE RAILROADS IN ILLINOIS FOR THE YEAR 1904.

I desire to call the commission's attention to two tables which have been prepared, based upon the evidence introduced by the petitioners, in regard to the earnings and income of the various railroads doing business in the State of Illinois for the year 1904. This statement shows the dividends paid and items of surplus as reported to the Railroad and Warehouse Commission for the year ending June 30, 1904. Table "A" shows the amount used in the payment of dividends and the amount passed to the surplus account of each road for that year. Take the Atchison, Topeka & Santa Fé Railway Company for the year 1904 and we find that they paid out and passed to the surplus fund for that year the sum of \$341,563, being 4 and 5 per cent on their common and preferred stock. After paying these dividends they passed to the surplus account \$1,334,706 from operation in the State of Illinois alone. Adding that surplus for that year to the surplus already accumulated from former years on business done in the State of Illinois, we find that they had a surplus of \$3,408,560, and this confined to the State of Illinois alone. The commission thoroughly understands that this is after the payment of all operating expenses, fixed charges, interest on bonded debt, taxes, and rentals. All the leading roads in this State are paying regular dividends upon both their common and preferred stock and are passing large sums to their surplus account. It may be said that the Chicago & Alton Railway Company do not pay any dividend upon their common stock, yet when the commission considers the immense bonded indebtedness and over-capitalization of that road, is it to be wondered that they cannot pay dividends upon their common stock? In direct violation of the Constitution this road has issued bonds and stock far in excess of any reasonable valuation that could be placed upon its property. Shall the public be required to pay unreasonable rates in order that roads that are guilty of over-capitalization and over-issue of bonds, may be able to pay dividends on such excessive capitalization and such large bonded indebtedness? If the commission will examine this table "A," which will be found printed in the abstract, it will furnish, in my judgment, to the minds of the commission, that a reduction of 25 per cent of the freight rates in Illinois will still leave the railroad companies operating on a capitalization which is shown to be excessive, a reasonable dividend upon the amount of capital in-

vested in these enterprises. We have been compelled, as the commission knows, to resort to what might be considered secondary evidence, in attempting to prove the earnings and income of the various railroads doing business in this State. The actual amount earned by them and the income that they derive from their business in the State of Illinois is to be found in their books, and yet they fail to come forward and show the commission how much local freight they have carried each year since 1897, and how much the net earnings and income were upon the business in Illinois during those years.

The law requires them to report to your commission the amount of local freight carried from point to point within the State of Illinois. It also requires them to show the earnings and income derived from the operation of their roads within the State of Illinois. These provisions of the statute have been in force for a number of years, and it has been the duty of the railroads of this State during all of that time to so keep their accounts that they can make a report to your commission showing these particulars. Yet, notwithstanding these provisions of the law, they have failed to comply with them in the matter of making reports, and in face of the fact that the evidence introduced by the petitioners shows a large amount of profits to their credit on local business, a sufficient amount of credit, after paying the operating expenses and fixed charges, to permit a reduction much larger than that which has been insisted upon by the petitioners, still they withhold their books, and do not show what profits they have been making. The presumption arising out of this failure to bring forward this evidence which lies peculiarly within their power, and render certain this controversy as to the sufficiency of their surplus earnings to permit the reduction insisted upon is, that if they should bring their books forward they would show at least as unfavorable a condition as is contended by petitioners. Were it not that the production of their books would make their condition worse than it is without them, does this commission suppose for a moment that they would have been withheld by the numerous and eminent counsel representing the railroad companies? Most certainly they would have introduced any evidence which would have improved their case before this commission, and their failure to introduce the evidence and show what profits they have been making upon local business in Illinois, raises the strongest presumption against them. Stronger are the presumptions arising out of the conditions here than in the ordinary case of withholding evidence, for the reason that the law expressly requires a full disclosure of these matters to this commission in every report made by a railroad company under the statute. In the brief accompanying this argument I cite numerous decisions of the Supreme Court of this State sustaining the contention here made.

One other fact, while it is not in evidence in this case; the commission knows that the Chicago Shippers' Association withdrew from this case at the last moment when all of the evidence had been taken. It is well known that their withdrawal was caused by their making some kind of an adjustment of the freight rate situation in the city of Chicago. It is to be assumed, I think, that this adjustment was a voluntary reduction of the rates from Chicago to all points in the State of Illinois. What the per cent of reduction is, I do not know, and I do not care. The shippers and towns outside of Chicago are not to be bound by any adjustment made by the shippers of the city of Chicago as to the per cent of reduction. From the evidence introduced in this case, the conclusion is irresistible that there should be a reduction of not less than 25 per cent maximum schedule of rates in force in this State.

I respectfully ask that such a reduction be promptly made, that the people may be placed on an equality with the neighboring states. The State of Illinois, with its immense density of traffic, is entitled to a lower rate than Iowa, Indiana, Michigan, Ohio, or any neighboring state. It hardly requires proof that the traffic in this State is so large that it is almost impossible for the railroad to furnish the necessary cars to transport the products of the factories, furnaces, mines and farms, in the State of Illinois.

I desire the commission to consider this argument in addition to the oral arguments made before the commission. My only excuse for inflicting another argument upon the commission is that I had to argue the case at night, after a hard day's work, and there were some matters that were overlooked.

Respectfully submitted,

H. J. HAMLIN,
Attorney for Petitioners.

FELIX J. STREYCKMANS,
Of Counsel.

This was later replied to by brief and argument for respondents by the Hon. William Brown, their attorney, and Messrs. John G. Drennan, C. M. Dawes and James Miles, of Counsel as follows:

Before the
RAILROAD AND WAREHOUSE COMMISSION
OF ILLINOIS.

In the Matter of
THE APPLICATION FOR A REVISION OF THE ILLINOIS
SCHEDULE OF MAXIMUM FREIGHT RATES.

Brief and Argument for Respondents in Reply.

WM. BROWN,
ATTORNEY FOR RESPONDENTS

JNO. G. DRENNAN,
C. M. DAWES,
JAMES MILES,
Of Counsel.

Before the
Railroad and Warehouse Commission
 OF ILLINOIS.

IN THE MATTER OF

The Application for a Revision of the Illinois
 Schedule of Maximum Freight Rates.

Brief and Argument for Respondents in Reply.

MAY IT PLEASE THE COMMISSIONERS:

We are unexpectedly and at a late day called upon to make reply to a brief and argument filed by council for those asking revision and reduction of the "schedule of reasonable maximum rates for the transportation of freight." We do not perceive the necessity for this reargument. No new view is presented or stronger position taken than those already submitted to the consideration of the commission. The additional authorities pointed out are only of like character to those read upon the hearing. No financial or material cataclasm has visited our state since the closing of the case as a result of the continued existence, unrevised, of the old schedule of rates. General and unprecedented prosperity in every walk of life abide with us. The business community, of whom the carrier and shipper constitute a material part, seems to be in a better condition and greater contentment than ever. Yet council, with unusual zeal, press upon the commission a reduction of freight rates, not so much because the rates are too high, but because the railroads, in their opinion, are earning more money than they should.

Being members of a community which is enjoying the fruits of most favorable business conditions, a bountiful Providence, utilized to the utmost by a people of the greatest energy and foresight, the railroads are necessarily participants, to a degree, of the advantages flowing from their environments. This participation in the general prosperity seems to have awakened the wrath of some. They take no note of the years of depression through which the carriers of this State have passed, of the lost millions, of the courage, energy and intelligence which have been brought to bear upon the construction, improvement and operation of the railroads of this State. They ignore the millions of dollars which have been, and are now being, expended in the improvement of these lines in order that service may be rendered the public and a remuneration received by the carriers on the lowest possible scale of rates. They repudiate and disregard our contention, supported as it is by the evidence and statistics before the commission, that freight is transported in the group of states of which Illinois is the leading and most important one, at a less rate per ton per mile than in any other territory, not only in this country, but in the world. Yet, without one particle of evidence that the carrier is charging the shipper "more than the services rendered by it are reasonably worth," they demand a reduction of freight rates because, as they say, one railroad, the Santa Fé, is receiving too much money.

It is with respect for and deference to the ability, learning and zeal of the distinguished counsel who represent this assault upon the railways, that we submit and urge upon the commission that they are in entire misconception of the rights of the companies and the office to be performed by a schedule of reasonable maximum rates.

1. Much stress is placed upon the testimony of witnesses showing that freights are moved in the State of Illinois at a rate less than the schedule. From this fact the conclusion is drawn by counsel that the whole schedule should be reduced, because, they say it is evidence that the roads can live on the less rate. Even if, in circumstances favorable, a part of the business of the State can be done at a rate less than the maximum, it by no means follows that all could be so done. Neither does it follow that the part of the business which is carried at schedule rates is charged more than a reasonable rate.

As it is understood by the railroads of Illinois, the office of the "schedule of reasonable maximum rates" is not to fix the rates of charges to be made by the railroads for the transportation of freights, but is simply to fix a limit beyond which they shall not go and within which they may exercise their discretion. It was never contemplated that the carriers could, in all cases, obtain these rates, nor if they could in some instances, that it would be a wise business policy to insist upon them. Counsel have relied upon the fact that within and without this State, the railroads have, as to some freights, charged less than the schedule rates to prove their contention that the schedule is too high and should be revised. They have offered no witness learned in the science of railroading who would testify that the schedule was unreasonably high; on the other hand, respondents have produced a large number of the most experienced men whose fairness and integrity is beyond question, who, under the solemnity of their oaths, have told the commission that the schedule is not too high. When asked why lesser rates are put into effect, they have explained that, under the latitude allowed by the schedule, they have endeavored to meet the trying competition of the trunk lines and their affiliated lines; they have tried to meet the wants and protect the interests of their territories; to encourage business; supply the wants of their customers and to serve the public as well and cheaply as possible, consistent with their own business existence.

It would be unfortunate, both to the business public, which embraces everybody, as well as too the railroads, if it should be understood that any concession in rates below the maximum, made by railroads to shippers, would be regarded as evidence that the schedule was too high, and an invitation to the reduction of rates. It should rather be treated as evidence of a purpose on the part of the carriers to transport freights at reasonable rates, irrespective of their legal right to charge a higher rate. The position of counsel is that since the railroads in practice often put in very low rates, therefore this commission should seize upon the fact as an occasion for reducing the maximum. Such a position is untenable in any business venture. In all the business world commodities fluctuate in value, and freight rates form no exception to the rule. It is quite possible in some years rates, on a particular service, might well be low and others higher, even to the maximum. It is not uncommon in conditions not permanent in their nature for carriers to seek freights in a particular direction so low as to excite comment and even thereby derive some revenue, although it be out of proportion to the service rendered. There may be a large tonnage going north and little south; then there is evident necessity that the railroads will haul their empty cars back or by inviting rates load their cars. Indeed, the vicissitudes of railroad business are more numerous and extreme than that of any other employment, and must be met by the same expedients that other mortals resort too. They have the moral and legal right to do so, subject to the two fundamental principles, viz: "That they serve all alike; that they charge no more than the service rendered is reasonably worth."

The argument of counsel is particularly directed against the practice of giving less rates to the public than the Commissioners' schedule and against what are called commodity rates, and the existence of these practices is urged as a reason for the reduction of the maximum tariffs. If their contention

should be accepted by the Commission and such a reduction be made as they desire, the inevitable result would be disastrous both to the public and the railroads. No one would have the temerity to suggest that the lowest rate in effect on the roads should be the basis for a maximum schedule. Since intermediate rates would have to be adopted, the result would be that the railroads would be compelled to take the schedule for their tariffs, take out their lower rates and deprive the public of the advantages resulting from their existence. It is conceded generally that "the consumer pays the freight." Hence, any concession made in rates to aid and build up manufacturing interests inures to the people who consume or use the manufactured article. Upon like principle, commodity rates to wholesalers and retailers enable them to place their goods before the public at lower prices. Any action of this Commission which would compel the railroads to take out these rates must necessarily result to the disadvantage of the people by raising the price of products and the injury of the railroads by curtailing shipments and depriving them of what profit there may be in the larger amount of transportation.

2. Eight pages of the brief and argument of counsel for petitioners is devoted to criticism of the testimony of Mr. Peabody, and the endeavor to reach the conclusion that: "These last figures corroborate the statement heretofore made in this argument, that the business in Illinois yields to the Santa Fe Railroad Company about 10.57 per cent. dividends on the mileage located within the boundaries of this State."

It is not our intention to depart from our adherence to the statements and conclusions reached by Mr. Peabody. His testimony was eminently fair, was the result of deep study and investigation of statistics, and worthy of the confidence of the Commission. He said: "The Atchison, Topeka & Santa Fe road has a total of 5,031 miles. It has a total in Illinois of 291 miles. The earnings, as reported from operations in Illinois, are \$4,754,110; the operating expenses in Illinois, \$2,973,492; the taxes in Illinois, \$104,660; the interest, based on the train mileage, \$1,078,637; making a total charge against revenue of \$4,156,789, which leaves applicable to dividends \$509,321. Now, assigning to Illinois the proportion of the stock, on the train mileage basis, that amount of money would pay a dividend of 2.3 per cent."

Here we have the testimony of an honorable and learned witness giving a clear and positive statement of the earnings and outlays of a prominent railroad, and his sworn testimony shows that railroad only earned for its owners, in the State of Illinois, the sum of 2.3 per cent. Gentlemen upon the other side are expert in the handling of figures, and by a system which we are unable to follow or understand reach the solemn and direful conclusion that the Santa Fe earned a net profit in Illinois of 10.57 per cent. This is the result of more or less skillful manipulation of figures instead of a deduction from the evidence. For the purposes of argument, suppose it did. Let us ask what if it did? Who is wronged by it? There is no law limiting the earnings of public service corporations: there is no established public policy which it violates. Provided the corporation charges no more "than the services rendered by it are reasonably worth," no one should be heard to complain. In the case at bar there was no evidence introduced which tended to show that the Santa Fe had charged any patron an unreasonable rate. No patron of it came forward to charge it with any kind of extortion. Why, then, may we ask, should the commission be disposed to punish it, together with all other roads of the State, by a reduction of rates, when, because of its physical condition and excellence of administration, it is enabled to earn for its owners 10 per cent. upon its Illinois investments. It should be cause for congratulation rather than of condemnation. There is no charter limitation upon their right to earn as much as any strictly private corporation or individual, nor would it be to the interest of the State that there should be. The legal exaction that all be served alike and for a reasonable reward, is all that is needed for the public good. In the only instance which is now recalled where by law there is any attempt to express the legislative will on the subject of the extent of earnings is to be found in the charter of the Union Pacific Railroad Company, and there the Congress of the United States, after allowing a net earning applicable to dividends of 10 per cent., exclusive of the 5 per cent. to

be paid to the United States, provided that Congress might reduce the rates of fare thereon, "*if unreasonable in amount.*" The language is as follows: "Whenever it appears that the net earnings of the entire road and telegraph, including the amount allowed for services rendered for the United States, after deducting all expenditures, including repairs and the furnishing, running and managing of said road, shall exceed 10 per centum of its cost, exclusive of the 5 per centum to be paid to the United States, Congress may reduce the rates of fare thereon, *if unreasonable in amount*, and may fix and establish the same by law."

Smyth v. Ames, 169 U. S., p. 519.

From this it would seem that the Government of the United States recognizes the right to earn 10 per cent on the investment at all events, and any greater sum, provided only that the rates are not unreasonable. Our contention, therefore, is, even if the Santa Fe has in the year 1904 earned in Illinois 10 per cent on its stock, as is figured out by opposing counsel, it is well within its rights.

The extent of the earnings of a railroad is not persuasive evidence that its rates are reasonable or unreasonable. The physical condition of a road, its equipment, the extent of its traffic, may enable one road to find a fair revenue at an average rate of a cent a ton a mile, whereas another, less favorably circumstanced, might be able to make money at a much greater rate. Great sums of money are being expended in this State to enable the railroads to transport persons and property in the greatest safety, at the least possible cost, and in the shortest time. Is it to be the policy of this State to say that when economical operation is made possible by the means of these expenditures that those who own the properties and have invested their money to execute the economies shall reap no benefit from them? That they shall have only a limited dividend without reference to the reasonableness of their charges? If so it is to be the end of expenditure for improvements. The true and just policy would be to encourage the improvement under the promise that unlimited dividends would be allowed subject only to like service and reasonable charges to all.

You cannot deprive the owners of railroads of the power of charging reasonable rates for the use of their property. Such deprivation is, in substance and effect, a taking of the property itself.

Chicago, Milwaukee & St. Paul R. Co. v. Minnesota, 134 U. S., 418.

Smyth v. Ames, 169 U. S., 466.

A reasonable compensation is "such sum as the service rendered is reasonably worth."

Smyth v. Ames, *supra*.

Counsel for petitioners have isolated the Santa Fe; they claim that under the Commissioners' schedule it has earned 10 per cent., and therefore there should be a revision of the schedule and rates lowered. Before me is a schedule, which is in evidence and printed with the record, showing the earnings of thirty-nine of the railroads of this State. Of that number it appears that five have earned as much as 10 per cent. applicable to dividends; one other as much as 9 per cent., while thirty-three of the number earned less than 5 per cent.; sixteen earned nothing so applicable, whilst the general average of the whole number, disregarding fractions, is 3 per cent. It may be safely asserted that no other business in the state is carried on upon so small a margin of profit.

A revision of the schedule is not for the leading and dividend earning roads alone; it is for all roads and whilst a few roads might endure a reduction, it means ruin to the great majority. It would simply be a gross injustice to all roads. In justice to those which by time, growth of the country, fostered and developed by their aid, by wise investments in improvements of track and equipment, and by large traffic and wise administration have been enabled to earn money, and injustice to those roads which, under existing tariffs, have been unable to make but small returns to their owners and ruin to those which have been unable to make any returns.

Upon this topic I beg to adopt, as a part of this brief and argument, the very clear and able exposition of the subject submitted in the brief of Judge Hamill and printed in the record. (Transcript, p. 175.)

It is not to be supposed that because five railroad companies of the state can earn good dividends under an existing schedule of maximum rates that the rights of all others are to be disregarded. The constitutional rights of all are to be regarded. The thirty-four remaining companies are entitled to legal protection against the caprices of a few chronic grumblers who would wish the confiscation of their properties. Any schedule of maximum rates which is so low as to permit the average roads of the state from earning a compensation to their owners is a taking of the properties.

Smyth v. Ames, 169 U. S. 466.

3. It is contended that the Illinois Commission should adopt the Central Traffic Association scale as the basis for its schedule of reasonable maximum rates. Whatever may be the differences in the rates of this state and those in Central Traffic Association territory, they certainly are not such as is stated in the argument of counsel. Under the C. T. A. scale the rates are minimum rates; under the Illinois schedule the rates are maximum. There are but six classes in the C. T. A. schedule of minimum rates; under the Illinois schedule of maximum rates there are ten classes. Counsel confine their illustrations to the six classes exclusively and ignore the fact that in one case they deal with the minimum rates and in the other with the maximum, and they give no consideration to their much vaunted contention that one-half of the traffic of this state is moved at less than the maximum rates, and they neglect to say whether the other half is moved under the class rates applicable to classes 6-10 of the Illinois schedule. These facts show of how little value are such comparisons as they make. The rates in other states are of little value as evidence tending to show what would be reasonable in this state. The authority for this proposition was so often read and discussed before the Commission that it is unnecessary to repeat it. Again, here is the east and west rate against the north and south rate. There has been no complaint against the east and west rate in this state so far as the evidence is concerned. It was all against the north and south rate and was so avowed by counsel in your presence. The public policy and the statutes of this state recognize that comparisons are not to be made between the two directions. The statute limits prosecutions for discrimination when made in the same direction. The east and west rates in this state are within the influence of the great trunk lines of the east and are dominated by them to an extent that the state roads must practically adopt their schedule or go out of that business, and hence the so-called inequalities complained of to you.

It has been iterated and reiterated that Illinois has a greater population than either Indiana or Ohio. It is true, but when we consider density of population and density of traffic, as applied to the railroad companies, whose action on rates is appealed to control the action of this commission, it is immeasurably favorable to the roads operating in Ohio and Indiana. It should not be forgotten that the east and west lines apply in Illinois the C. T. A. rates, and this is generally true in making their joint tariff with the north and south roads. This, again, produces an effect much complained of; yet it must be remembered that the north and south line does not originate such traffic, and it must either accept the proportion proposed by the initial road or go without the business. All of the east and west lines through Indiana and Ohio operating under the C. T. A. scale, with whose rates our north and south rates have been compared, are either the trunk lines proper or are owned or controlled by them by some of the different processes of ownership. They are, in substance, the trunk lines themselves extending from the Atlantic to, into or through the State of Illinois. In determining the density of traffic and of population applicable to such a road, the whole line is to be taken as a unit, and so taken, there is no comparison between them. The density of traffic and of population in the territory of the Alton or Illinois Central, with which comparisons are so often made, is practically limited to the State of Illinois. That of the New York Central or Pennsylvania Company included all of New England, New York, Pennsylvania, Ohio, Indiana and Illinois. The great lines of commerce, including travel, have ever been and now are along the parallels of latitude, east and west. No human agencies can change them. Along these lines go the great bulk of the commodities, and as a natural incident thereto, the rates of charges, influenced by the bulk, will be lower than when applied to the lesser shipments. Upo

few lines and for small distances unimportant exceptions temporarily exist. This does not effect the question materially. The general principal was admitted by Mr. Barlow, the only important witness for the petitioners.

Mr. Peabody made this question of density of population and of traffic quite plain. Yet the point is so well illustrated in the answer of the Chicago, Milwaukee and St. Paul Railway Company, that I presume to copy it here. In addressing his answer to the petition, including "Exhibit A" thereto, and its origin in the so-called McGraham system of rates, the writer, Mr. Burton Hanson, observes:

"It has been found, in consequence of this elaborate system of east and west rates, that rates for short intermediate hauls in Central Traffic Association territory are necessarily low, if the long and short haul provision of the Interstate Commerce Act is observed. It was found that this condition led to demoralization, and as a partial preventative the rates of the so-called 'Exhibit A' were adopted as a minimum rate, under which no one would go under any circumstances. The rates in that exhibit were drawn up after careful investigation, and were so framed as to as nearly as possible meet existing contingencies, but they do not afford even a small light on the subject of what is a fair, reasonable rate.

"The complainants in this case ask that they be adopted as the maximum rates of Illinois. For the purpose of showing the unreasonableness of this proposition, or of any one approximating it, there will be submitted to you, in proper order, a statement showing the actual maximum rates of Indiana, and another one showing the relative density of traffic on the New York Central Railroad and on the St. Paul Railroad for the year 1900, the last available statistics of this kind, together with a scale of the maximum rates charged by the C. M. & St. P. in Illinois, and the maximum rates charged by the New York Central from which it will be seen that in 1900 the C. M. & St. P. had 6,596 miles of road, with a total number of tons moved on that mileage of 18,010,683, which reduced to mile tons was 3,639,977.191, which was equal to 551,846 tons per mile for each mile of road owned and operated. During the same period the New York Central had 2,817 miles of road. The total number of tons moved over that road during the year was 37,586,496, or 6,117,572.625 mile tons, equal to 2,171,662 mile tons per annum for each mile of road. The statement will also show that the St. Paul Company handled during the year 2,370 tons of freight, regardless of the distance hauled, for each mile of operated road, while the New York Central moved 13,342 tons for each mile of road. The St. Paul Company having 134 per cent greater mileage than the New York Central and handled 52 per cent less tons of freight.

"The statement will also show that for 50 miles haul the St. Paul Company gets, under its maximum schedule of Illinois, 29.14 for first-class freight, while the New York Central receives 28 cents for the same haul. It shows that for 100 miles the New York Central may get 51 cents on first-class freight, while for that distance in Illinois the St. Paul Company is permitted to get only 38.54. It shows that on the long haul of 350 miles the New York Central is permitted to charge 60 cents on first-class freight, while the St. Paul Company in Illinois cannot charge more than 58.28. In other words, the rates which the New York Central is permitted to charge with its enormous mile tonnage per annum are greater than the rates which are now charged by the St. Paul Company under the existing maximum freight tariffs.

"The comparison with the business of the Pennsylvania road is substantially the same as the foregoing. The Pennsylvania in 1900 operated 3,648 miles of road. The total tons handled by that company during that year was 101,129,383, which reduced to mile tons reached the enormous sum of 8,726,462.614 mile tons, equivalent to 2,392,122 mile tons per annum for each mile of road.

"The St. Paul Company had 80 per cent greater mileage than the Pennsylvania Company and moved 82 per cent less tons of freight.

"You will find submitted in proper order tariffs of the Michigan Central, Southern Indiana Railway, C. I. & L. Ry., Evansville & Terre Haute,

Cincinnati, Hamilton & Dayton, Detroit, Lansing & Northern, Chicago, West Michigan; Flint & Pere Marquette, from which it will appear that all of these roads have been and are charging rates on their local traffic largely in excess of the so-called rates in 'Exhibit A,' which totally disproves the reliability of 'Exhibit A' for purposes of information or justice."

This, we think, is a sufficient answer to all the argument and contention that the rates of east and west roads in C. T. A. territory should be adopted as a standard for a maximum schedule in Illinois.

4. Following the argument of counsel, we find the further complaint, viz., "that the B. & O. S. W. and Vandalia, the T., St. L. & W. and the Big Four are now operating, as shown by their tariffs, on practically the same rates as are fixed by the C. T. A. scale on Shipments from East St. Louis to points in Illinois, such shipments necessarily moving towards the east, and have been for several years."

These are parts of the great eastern and western trunk lines, extending from the seaboard to and through the states of New York, Pennsylvania, Maryland, Ohio, Indiana and Illinois, reaching all of the industries of the country, drawing the commerce of New England and having the patronage of more than 40,000,000 of people. The Chicago & Alton and Illinois Central, whose rates between points in Illinois are compared and assailed, have, between St. Louis and Chicago, 300 miles of road and a population less than one-tenth of the territory tributary to the trunk lines and from which they derive revenue. Under the principles laid down in *Smith v. Aimes*, by the Supreme Court of the United States, how can such comparisons justify action by this board? They are entirely without legal force, and should be, as we trust they will be, entirely ignored.

5. It is further complained in counsel's argument that there are many "inequalities and discriminations in Illinois; that the full maximum is charged for certain cities, whereas special rates are made out of and into certain localities." These, when specific acts are pointed out, are but individual violations of the statutes of Illinois. The remedy is given by statute, and the counsel for petitioners, whilst he was a distinguished and much respected Attorney General of this State, could have haled the offenders into court to answer for violation of the statute against extortion and unjust discrimination. No doubt exists, in view of the zeal manifested in this proceeding, that he would have done so had instances occurred of such moment as to have amounted to the dignity of a misdemeanor. The instance cited of a shipment of coffee from Decatur to Arcola figured in the evidence as "a bag of peanuts," to which no weight was given, and the charge made for the greater distance was 10 cents a pound and for the lesser 12 cents. Whether by the same road does not appear. The littleness of this transaction is so striking as to make it ridiculous when offered as a reason for reduction of the schedule of reasonable maximum rates which controls the many millions of dollars involved in the transportation rates of a great state. A sufficient answer to this contention as to discriminations and inequalities in charges is that they do not arise from any vice of the schedule, and the law already affords an ample remedy for all such abuses when they exist. Lowering or raising the schedule will not prevent unjust discriminations nor inequalities in practice.

6. Counsel say: "A reduction of the Illinois distance tariff would simply mean the placing of Illinois shippers appropriately on an equality with each other and would be the means of preventing discriminations and inequalities not only between individuals but as between different localities in the State. The evidence shows that a large amount in 1904 was passed to the surplus account by the leading roads in Illinois after the payment of large dividends"

It is not perceived how the lowering of the Illinois distance tariff will prevent "discriminations and inequalities" unless the scale should be made so low that the "leading roads of Illinois" should be compelled to charge in every instance the full price of the maximum rate; this might be done and yet let "the leading roads" live, but what are the consequences to those roads which are not classed as "leading roads"? Simply ruin. The five roads which are supposed to have earned good dividends and placed something to surplus might endure the test, but by so doing you visit upon the thirty-five remain-

ing, which are not "leading roads," a punishment which the law does not contemplate, which those thirty-five would resist, and that which the fair-minded people of this State do not desire and would not approve. The evidence isolating the C. P. & St. L. R. C., and the evidence and argument of Judge Hamill touching the situation and circumstances of the Louisville & Nashville Railway Company in Illinois must have convinced the commission that the railroad properties of this State are in no condition to warrant a material reduction of rates. It should be borne in mind that a "schedule of reasonable maximum rates" is not made for the day or the year. The one in force with occasional amendments has existed for near a quarter of a century, and has in practice given protection and satisfaction to the State. Under it the State has prospered beyond any expectation of the most enthusiastic. This could never have been if the rates of transportation, the most important consideration of commerce had not been reasonable and fair. This is a day of great prosperity in every department of the great business of the country, and any rate predicated upon present conditions would prove disastrous in a time of depression; when freights become less, when travel falls off, how would the *non*-leading roads weather the storm when in these good days they are unable to provide revenues either for dividends or surplus? These are the days when prudent business men make provision against the day of depression. The railroads have a legal right to make a like provision without incurring the wrath or envy of any man. It should be borne in mind by the commission that you are not asked to fix the maximum rate for the "leading roads," for the prosperous roads alone, but for all; not to make the maximum for the prosperous present, but for to-day, this year and for the years of adversity which are sure to follow.

7. A much cherished complaint of counsel, fondled both in the brief and the argument, is that the respondents have withheld evidence, suppressed evidence. Many authorities are cited as to the consequences and legal presumptions arising from such vicious conduct. It would doubtless be sufficient answer to this to say that the complaint is without foundation in fact, that it is a figment of a heated imagination, but we elect to go further and affirm that the railroads stood ready and offered to present any and all facts within their knowledge or keeping.

The Wabash offered to bring into the room of the commission all that the learned counsel wanted, and when the chairman advised him that it would probably equal a carload, the request was withdrawn. Another illustration of the want of substance to this complaint is, that the Illinois Central, under the direction of Mr. Keepers, upon the request of former counsel of petitioners for the information, caused schedules and statistics to be prepared concerning the local business and the comparative amount of business done upon and at less than schedule rates, at an expense of about two thousand dollars, brought the same into the room of the commission and upon examination by the petitioners was not asked a question on the subject. In the light of such facts, how can the contention that information was withheld or suppressed by the railroad companies have the countenance of this board? The law relating to the suppression of evidence is well understood and no authority on the subject is needed. This is another instance of the straw man set up to be knocked down. The suggestion is gratuitous; no evidence was withheld or suppressed. The petitioners had no right to expect that respondents would go to the expense of causing tables to be made "showing how much local freight they have carried each year since 1897, and how much the net earnings and income were upon the business in Illinois during those years." They have had other functions to perform and other uses for the enormous sums it would cost to work out and produce it.

8. There is no justification for the charges that the roads of Illinois are overcapitalized. Petitioners have been content to name but one, the Chicago & Alton Railway Company. This company has issued but forty millions of stock, predicated upon its ownership of its own line and its leased lines. It is located in the best agricultural region in the world. Its termini are the most prosperous cities in the center of our country, upon its lines are many large and growing cities devoted to manufacturing and agricultural interests and with a continuation of favorable conditions and with its liberal and wise treatment of the interests on its line will so promote the public welfare that

it will be enabled, if its present wise and broad-minded executive administration be continued, to earn revenue on reasonable rates to pay dividends on its stock, common as well as preferred. If it charges only reasonable rates, no more than the use of its properties are worth, what boots it to the public whether the capitalization be high or be low? The Supreme Court of the United States says that these companies have the undeniable legal right to charge the customer as much as the service is reasonably worth, and so long as that is the rate the public have no cause to complain. In the last analysis let us say that this right cannot be taken from this company, and it asks no more. The assault upon this company seems to have become fashionable, and therefore it is so persistently indulged in.

9. It is probable that no change of the "schedule of reasonable maximum rates" will materially affect the "Nickle Plate," Panhandle, Pennsylvania Company and Lake Shore and Michigan Central; hence, it is unnecessary to follow counsel in his argument touching the question as to how their earnings and terminal expenses should be applied. The testimony of Mr. Peabody was sufficiently clear to justify their methods of appropriation.

10. Whether the statements made by the railroads in their returns to the Auditor and State Board of Equalization are competent evidence in the nature of admissions against them was fully discussed upon the hearing and all of the authorities applicable to the question were read by counsel on each side to the commission. We can see no propriety in reiterating them. They are in the hands of the commission and can be further read and studied, if it is deemed necessary, at the pleasure and convenience of the board. The cases holding such admissions to be inadmissible are:

C., H. & M. R. Co. v. McDougal, 108 Ind., 182.

G. M. Ins. Co. v. Niewedde, 39 N. E. R., 536.

Randige v. Lyman, 124 Mass., 364.

11. We commend to the consideration of the commission the views and legal principles declared by the Supreme Court of the United States, in the now noted case of *Smyth v. Ames*, 169 U. S., 466. Upon that authority, which covered every point necessarily involved here, we earnestly insist that no case has been made by the evidence showing a reasonable legal necessity for the exercise by this board of its power to revise the existing "schedule of reasonable maximum rates." It was contemplated by the Legislature that this power which the statute gives you, would be made use of only when there should exist a public need of it; that it would not be used lightly or unadvisedly, whereby rates would be disturbed and chaos produced in the business, when order, stability and certainty are so essential to the general well being. We know of nothing so well calculated to promote welfare as regular, certain, stable and reasonable transportation rates, and nothing so detrimental as their disturbance. It is, therefore, that we so earnestly persist in our contention that there is no evidence to warrant the demand of counsel that there be a reduction of at least 25 per cent of the schedule. It seems hardly possible that this is a sincere conviction on his part. In one sentence he claims that the Central Freight Association schedule is 60 per cent lower than the Illinois schedule; that the density of traffic is greater in Illinois than in C. T. A. territory; that Illinois roads earn a net revenue of 450 per mile more than any other roads in the Union; that they can do business just as cheaply as any other roads, and finally demands the reduction of 25 per cent. If their contentions are true, why not reduce the schedule to 60 per cent? Why not ask the whole thing and let the railroads go to the bowwows? There is neither truth nor reason in the assault and nothing but evil could come of granting the claims which they make.

In the origin there were many complaints presented, but representing only one interest, viz., the mercantile, and only a small fraction of that. Withdrawal after withdrawal has been made, as a more careful consideration of the conditions was had, until only a representation of the merchants of Chicago, through their representative, Mr. Barlow, was left urging this contest. At the last hearing that interest dismissed its complaint and no one, so far as we know, now stands to demand a revision of the schedule. The great interests of this State, as well as all states, may be said to be—first, labor; second, agriculture; third, manufactures; fourth, transportation; fifth, mercantile. They have all been before you on this question. Labor, by its

accredited representatives, has come with statistics and arguments protesting against any interference with existing conditions. It has shown you that any diminution of the earnings of the railroads must injuriously affect their interests. Agriculture, blessed by a superabundant yield of the fruits of the earth, re-inforced by ready, easy and cheap access to markets, with an endless demand for her products at remunerative prices, depending only on the prosperity and stability of the transportation companies, rests content with things as they are. Manufacturing, prosperous, progressive and ever increasing in importance in our State attributes much of its strength and greatness to the fostering care and ready facilities of the railroads, and with a force and directness not to be misunderstood insists that there be no interruption of their progress through speculative changes in rates of transportation. Transportation, upon the quality and quantity of which all commercial and domestic prosperity and contentment largely depends, urges upon you the wrong and injury which is threatened it by any reduction of rates, however slight, and submits with confidence that it is serving the public better and cheaper than ever before. The mercantile interests believed they were treated badly in some places, not in fact but by comparison. They complained, but in the end withdrew their complaint and dismissed their proceedings.

These conditions, conclusive evidence as they are, are supplemented and reinforced by a score of witnesses, Bird, Keepers, Peabody, Hamblin, Gower, Cooke, Knight, Markham, Boyd, et al., who have told you under oath that the schedule of maximum rates is not unreasonably high, whilst one witness alone, Mr. Barlow, has assailed the rates, and he could only say of them that either they were too high or those in Central Traffic Association territory were ridiculously low. This is all. In such circumstances, and in view of the possible consequences of a reduction of railroad rates, it will be a bold hand which signs an order reducing the Illinois schedule of reasonable maximum rates.

WM. BROWN,

Attorney for Respondents.

JNO. G. DRENNAN,
C. M. DAWES,
JAMES MILES,
Of Counsel.

On Dec. 5, 1905, at a regular meeting of the commission a decision and order was entered of record, making a reduction of twenty (20) per cent on all classes of freight to go into effect from and after Jan. 1, 1906.

Immediately following this action the claim was made by the representatives of the railroad companies that a twenty (20) per cent reduction on the car load classes would bring the Illinois rates much below the rates current in adjacent states, and the request for the suspension of the order as to these classes, was to give the railroads an opportunity to present to the commission a comparison of actual conditions.

On Dec. 28, 1905, at a special meeting of the commission, the order of Dec. 5, 1905 was modified so that its operation was suspended as to classes six (6) to ten (10) inclusive and commodities.

To make these comparisons, the following railroads sent to the office of the commission their chief rate clerks from their general offices:

Mr. Ernest C Bode,
Mr. F. A. Barber,
Representing the Wabash R. R. Co.
Mr. J. S. Brown,
Representing the Illinois Central R. R. Co.
Mr. F. L. Hollands,
Representing the Chicago & Alton Ry. Co.

Mr. H. E. Blowney,
Representing the Chicago, Burlington & Quincy Ry. Co.
 Mr. E. J. Stocking,
Representing the Chicago & Eastern Illinois R. R. Co.
 Mr. S. G. Nethercot,
Representing the Chicago & Northwestern Ry. Co.
 Mr. A. M. Schubert,
Representing the Cleveland, Cincinnati, Chicago & St. Louis Ry.
 Mr. A. G. Sheer,
Representing the Atchison, Topeka & Santa Fe Ry. Co.
 Mr. Fred K. Crosby,
Representing the Chicago, Rock Island & Pacific Ry. Co.

and they in conjunction with Mr. Charles J. Smith, assistant secretary, in the office of the commission compiled a large amount of comparative statistics, some of which are hereto attached.

* * * * *

The comparisons attached are car load rates on nearly all important commodities which appear in the Illinois Commissioners' Classification.

To enable a complete understanding of the figures given, the group figures in the percentage comparison, such as 6-2-1, 6-2-2, etc., are commodities which appear as 6th class in Illinois, 2nd class in Indiana and 1st class in Iowa.

The group figures in Exhibits 1, 2, 3 and 4, such as 6-5-A, etc., are commodities which appear as 6th class in Illinois, 5th class in Indiana under Official, and A in the Iowa classification.

Under the different columns will be found the rates applicable for the mileage shown under the present or old Illinois schedule, under the proposed twenty (20) per cent reduction in Illinois, under the actual average rate charged by the Indiana lines, under the Iowa Commissioners' schedule, under the Central Freight Association minimum scale and on the main lines of the Pennsylvania Railroad in Pennsylvania.

Comparison of Illinois rates with the Iowa Commissioners' Schedule and Indiana rates. Distance 5 to 300 miles:

Illinois, Indiana, Iowa.

6 2 1

Trunks, empty.

Indiana 92.5% higher than Illinois.

Illinois 48% lower than Indiana.

Illinois 57½% lower than Iowa.

Iowa 136% higher than Illinois.

6 2 2

Wool.

Indiana 92.5% higher than Illinois.

Illinois 48% lower than Indiana.

Illinois 46% lower than Iowa.

Iowa 85% higher than Illinois.

6 3 2

Counters and shelving for office, etc. Condensed coffee, hay racks, iron, etc.

Indiana 53.5% higher than Illinois.

Illinois 35% lower than Indiana.

Illinois 46% lower than Iowa.

Iowa 85% higher than Illinois.

6 2 4

Poultry, live.

Indiana 92½% higher than Illinois.

Illinois 48% lower than Indiana.

Illinois 11% lower than Iowa.

Iowa 12% higher than Illinois.

6 3 3

Beds, brass. Coffee extracts, etc.

Indiana 53.5% higher than Illinois.

Illinois 35% lower than Indiana.

Illinois 30% lower than Iowa.

Iowa 42½% higher than Illinois.

6 4 A

Twine binding for harvesters, doubletrees, equalizers, neck yokes, singletrees, whiffletrees, boiler cleansing compound, steam inspection cars, street cars and motors combined.

Indiana 6% higher than Illinois.

Illinois 5½% lower than Indiana.

Illinois 10% higher than Iowa.

Iowa 9% lower than Illinois.

6 3 4

Beds, iron. Ladders, wooden. Acids, liquid in glass, measures, iron

Indiana 53½% higher than Illinois.

Illinois 35% lower than Indiana.

Illinois 11% lower than Iowa.

Iowa 12% higher than Illinois.

6 4 3

Paper pails or boxes—Tables, K. D.

Indiana 6% higher than Illinois.

Illinois 5½% lower than Indiana.

Illinois 30% lower than Iowa.

Iowa 42½% higher than Illinois.

6 4 4

Chair seats, cane. Paper water buckets, sewing machines, castings, wooden-ware, etc.

Indiana 6% higher than Illinois.

Illinois 5½% lower than Indiana.

Illinois 11% lower than Iowa.

Iowa 12% higher than Illinois.

6 4 5

Bags and bagging. Castings, N. O. S. Wire rope, washing compound, etc.

Indiana 6% higher than Illinois.

Illinois 5½% lower than Indiana.

Illinois 20% higher than Iowa.

Iowa 17% lower than Illinois.

6 5 4

Acids, carbolic. Acid in carboys and tank cars. Babbit metal, iron rolls, tin, etc. Washboards, barrel covers and lawn mowers.

Indiana 15% lower than Illinois.

Illinois 18% higher than Indiana.

Illinois 11% lower than Iowa.

Iowa 12% higher than Illinois.

6 6 5

Cereal products or preparations.

Indiana 33% lower than Illinois.

Illinois 49½% higher than Indiana.

Illinois 20% higher than Iowa.

Iowa 17% lower than Illinois.

6 5 5

Coffee, sugar, starch, soap. Hides. Bolts, nuts, bridge iron, hay bands,
tin plate, etc.

Indiana 15% lower than Illinois.
Illinois 18% higher than Indiana.
Illinois 20% higher than Iowa.
Iowa 17% lower than Illinois.

6 5 A

Agricultural implements, wind-mills, engines and boilers, steam pumps, etc.

Indiana 15% lower than Illinois.
Illinois 18% higher than Indiana.
Illinois 10% higher than Iowa.
Iowa 9% lower than Illinois.

6 2 3

Fruit, green.
Indiana 92½% higher than Illinois.
Illinois 48% lower than Indiana.
Illinois 30% lower than Iowa.
Iowa 42½% higher than Illinois.

7 5 5

Asbestos building or roofing paper, pipe fittings. Glass, window. Pipe,
wrought iron. Iron railing, etc.

Indiana 6½% lower than Illinois.
Illinois 7% higher than Indiana.
Illinois 9% higher than Iowa.
Iowa 8½% lower than Illinois.

7 5 A

Wood carpet, handles, wooden, balusters, stair rails, or other turned wooden
work.

Indiana 6½% lower than Illinois.
Illinois 7% higher than Indiana.
Illinois same as Iowa.

7 5 B

Stoneware, strawboard, plow beams, grindstones, plow handles, enameled
brick fence, wooden, etc.

Indiana 6½% lower than Illinois.
Illinois 7% higher than Indiana.
Illinois 16% higher than Iowa.
Iowa 14% lower than Illinois.

7 2 B

Household goods.
Indiana 111½% higher than Illinois.
Illinois 53% lower than Indiana.
Illinois 16% higher than Iowa.
Iowa 14% lower than Illinois.

7 6 B

Cement window caps, sills, chimney tops and similar articles for building
purposes.

Indiana 26½% lower than Illinois.
Illinois 36% higher than Indiana.
Illinois 16% higher than Iowa.
Iowa 14% lower than Illinois.

7 3 A

Refrigerators.
Indiana 69% higher than Illinois.
Illinois 41% lower than Indiana.
Illinois same as Iowa.

7 4 B

Screens (wire) door and window.

Indiana 16½% higher than Illinois.

Illinois 14% lower than Indiana.

Illinois 16% higher than Iowa.

Iowa 14% lower than Illinois.

8 5 5

Bottle wrappers, boiler compound, boiler covering, cement, wire and nails.

Indiana 15% higher than Illinois.

Illinois 13% lower than Indiana.

Illinois 11½% lower than Iowa.

Iowa 13% higher than Illinois.

8 3 3

Boxes, empty wooden.

Indiana 108% higher than Illinois.

Illinois 48% lower than Indiana.

Illinois 48½% lower than Iowa.

Iowa 93% higher than Illinois.

8 5 C

Potatoes, sweet. Telegraph brackets. Excelsior, insulator pins, sash weights, etc.

Indiana 15% higher than Illinois.

Illinois 13% lower than Indiana.

Illinois 9½% higher than Iowa.

Iowa 9% lower than Illinois.

8 5 D

Rags pressed in bales, rubber scrap.

Indiana 15% higher than Illinois.

Illinois 13% lower than Indiana.

Illinois 31% higher than Iowa.

Iowa 23½% lower than Illinois.

9 5 5

Amonia. Apples (cider). Railway trucks. Copper scrap. Moss, nursery.

Indiana 44½% higher than Illinois.

Illinois 31% lower than Indiana.

Illinois 29½% lower than Iowa.

Iowa 42% higher than Illinois.

9 4 3

Berry crates or boxes.

Indiana 80% higher than Illinois.

Illinois 44½% lower than Indiana.

Illinois 59% lower than Iowa.

Iowa 143% higher than Illinois.

9 5 C

Tan bark. Reels for cable or wire rope. Corn husks.

Indiana 44½% higher than Illinois.

Illinois 31% lower than Indiana.

Illinois 13% lower than Iowa.

Iowa 14½% higher than Illinois.

9 6 D

Scrap iron, asphaltum, brass, ashes, barrels, or kegs, scrap zinc, charcoal, hops, poles, leadscrap, etc.

Indiana 14% higher than Illinois.

Illinois 12% lower than Indiana.

Illinois 4% higher than Iowa.

Iowa 4% lower than Illinois.

9 5 D

Brass scrap, calcium solution, cement (paving), tar and pitch, cheese vats,
foundry facings, glue stock, etc.
Indiana $44\frac{1}{2}\%$ higher than Illinois.
Illinois 31% lower than Indiana.
Illinois 4% higher than Iowa.
Iowa 4% lower than Illinois.

9 5 B

Paper, building or roofing, etc.
Indiana $44\frac{1}{2}\%$ higher than Illinois.
Illinois 31% lower than Indiana.
Illinois 25% lower than Iowa.
Iowa $33\frac{1}{2}\%$ higher than Illinois.

9 6 Cement and Lime.

Indiana 14% higher than Illinois.
Illinois 12% lower than Indiana.
Illinois $19\frac{1}{2}\%$ higher than Iowa.
Iowa $16\frac{1}{2}\%$ lower than Illinois.

9 5 D

Hay 5 Hay

Indiana $44\frac{1}{2}\%$ higher than Illinois.
Illinois 31% lower than Indiana.
Illinois 4% higher than Iowa.
Iowa 4% lower than Illinois.

10 5 B

Flax, moss or straw. Terre Cotta.
Indiana $60\frac{1}{2}\%$ higher than Illinois.
Illinois 38% lower than Indiana.
Illinois $32\frac{1}{2}\%$ lower than Iowa.
Iowa $48\frac{1}{2}\%$ higher than Illinois.

10 5 D

Straw.
Indiana $60\frac{1}{2}\%$ higher than Illinois.
Illinois 38% lower than Indiana.
Illinois $6\frac{1}{2}\%$ lower than Iowa.
Iowa $6\frac{1}{2}\%$ higher than Illinois.

10 6 E

Stone, including crushed. Brick, common or fire, zinc, clay, N. O. S., fertilizer, flue linings, ice. Sewer pipe, etc.
Indiana $26\frac{1}{2}\%$ higher than Illinois.
Illinois 21% lower than Indiana.
Illinois $12\frac{1}{2}\%$ higher than Iowa.
Iowa 11% lower than Illinois.

Lbr. Trf. 5 5

Sash and doors, glazed with common window glass.
Indiana 23% higher than Illinois.
Illinois 19% lower than Indiana.
Illinois 17% lower than Iowa.
Iowa 21% higher than Illinois.

Lumber.

Indiana 3% lower than Illinois.
Illinois 3% higher than Indiana.
Illinois $30\frac{1}{2}\%$ higher than Iowa.
Iowa $23\frac{1}{2}\%$ lower than Illinois.

Wheat 6 Wheat

Indiana 7% lower than Illinois.
Illinois 8% higher than Indiana.
Illinois 6% higher than Iowa.
Iowa $5\frac{1}{2}\%$ lower than Illinois.

Corn 6 Corn

Indiana $2\frac{1}{2}\%$ higher than Illinois.
 Illinois 2% lower than Indiana.
 Illinois $15\frac{1}{2}\%$ higher than Iowa.
 Iowa $13\frac{1}{2}\%$ lower than Illinois.

Wheat tariff 5 5

Apples, green.

Indiana 18% higher than Illinois.
 Illinois $15\frac{1}{2}\%$ lower than Indiana.
 Illinois $13\frac{1}{2}\%$ lower than Iowa.
 Iowa $15\frac{1}{2}\%$ higher than Illinois.

Wheat tariff 4 5

Green vegetables except celery.

Indiana 47% higher than Illinois.
 Illinois 32% lower than Indiana.
 Illinois $13\frac{1}{2}\%$ lower than Iowa.
 Iowa $15\frac{1}{2}\%$ higher than Illinois.

Wheat tariff 4 4

Celery.

Indiana 47% higher than Illinois.
 Illinois 32% lower than Indiana.
 Illinois 36% lower than Iowa.
 Iowa $55\frac{1}{2}\%$ higher than Illinois.

Wheat 5 C

Winter vegetables, including Irish potatoes

Indiana 18% higher than Illinois.
 Illinois $15\frac{1}{2}\%$ lower than Indiana.
 Illinois 7% higher than Iowa.
 Iowa $6\frac{1}{2}\%$ lower than Illinois.

Wheat 4 C

Melons.

Indiana 47% higher than Illinois.
 Illinois 32% lower than Indiana.
 Illinois 7% higher than Iowa.
 Iowa $6\frac{1}{2}\%$ lower than Illinois.

Corn tariff 6 B

Bran, chop feed, ship stuff, shorts.

Indiana $2\frac{1}{2}\%$ higher than Illinois.
 Illinois 2% lower than Indiana.
 Illinois $16\frac{1}{2}\%$ lower than Iowa.
 Iowa 20% higher than Illinois.

Horses and mules.

Indiana 125% higher than Illinois.
 Illinois $55\frac{1}{2}\%$ lower than Indiana.
 Illinois 18% lower than Iowa.
 Iowa 22% higher than Illinois.

Cattle.

Indiana 9% higher than Illinois.
 Illinois $8\frac{1}{2}\%$ lower than Indiana.
 Illinois 19% lower than Iowa.
 Iowa $23\frac{1}{2}\%$ higher than Illinois.

Hogs.

Indiana $17\frac{1}{2}\%$ lower than Illinois.
 Illinois $21\frac{1}{2}\%$ higher than Indiana.
 Illinois 11% higher than Iowa.
 Iowa $9\frac{1}{2}\%$ lower than Illinois.

Sheep.

Indiana 26% lower than Illinois.
 Illinois $35\frac{1}{2}\%$ higher than Indiana.
 Illinois $14\frac{1}{2}\%$ lower than Iowa.
 Iowa $16\frac{1}{2}\%$ higher than Illinois.

EXHIBIT I.

Order of Rate Combinations: Illinois, 1st, Official, 2d; Iowa, 3d.
6, Illinois; 5, Indiana, "Official Classification": a, Iowa.

ARTICLES. Car Loads.	Miles.....	Illinois present rates.....	Illinois 20% reduc- tion.....	Indiana lines aver- age rates.....	Iowa.....	C. F. A. min. scale.	Pa. R. R. in Penn. —main line.....
6-5-a AGRICULTURAL IMPLEMENTS, VE- HICLES AND PARTS THEREOF.							
Barrel carts, set up on wheels.....							
Barrel carts, K. D. flat.....							
Beet harvesters, min. 20,000 lbs.....							
Bulky and light implements, min. 20,000 lbs.....							
Clover hullers, combined corn huskers and ensilage cutters, corn huskers, corn crushers, power corn shellers, separators or Threshers, min. 20,000 lbs.....							
Corn huskers, combined corn huskers, ensilage and feed cutters and corn shellers, sufficiently K. D. to be loaded in box cars, but carried mounted on wheels for convenience of carriers, min. 20,000 lbs.....							
Corn harvesters, min. 20,000 lbs.....							
Combined corn harvester and shocker, min. 20,000 lbs.....							
Combined corn harvester and shocker, min. 20,000 lbs.....	5	4.7	3.76	4.9	5	4	4
Corn planters, min. 20,000 lbs.....	25	7.52	6.02	6.7	6	5.5	7
Corn shellers, hand, min. 20,000 lbs.....	50	9.64	7.72	8.6	7.05	7.5	8
Corn shellers, K. D. (tables, wheels and cranks removed), min. 20,000 lbs.....	100	12.45	9.96	10.5	9	9	13
Cotton picking machines, wheels on or off, other detachable parts removed, min. 20,000 lbs.....	150	14.48	11.59	11.6	12.5	10.5	15
Cotton planters, min. 20,000 lbs.....	200	15.98	12.79	12.8	13.9	12	18
Cultivators (iron or wood), min. 20,000 lbs.....	250	16.92	13.54	14.8	19.2	13.5	20
Drills, corn and grain, min. 20,000 lbs.....	300	17.86	14.29	16.7	22.5	14.5	22
Drills, field roller, min. 20,000 lbs.....	350	19.27	15.42	.....	25	15.5	23
Drills, seed (seeders), N. O. S., including two-horse grain drills and broadcast sowers (sowing attachment for farm wagon), min. 20,000 lbs.....	400	20.12	16.10	.....	27.5	17	25
Engines, farm, portable, min. 20,000 lbs.....							
Engines, traction, min. 20,000 lbs.....							
Engines, tenders for traction engines, taken apart, wheels and poles detached, actual weight, min. 20,000 lbs.....							
Evaporators, sugar, min. 20,000 lbs.....							
Grain heading machines, K. D., min. 20,000 lbs.....							
Harrows, coulter, or disc or combined disc harrows and seeders, min. 20,000 lbs.....							
Harrow frames, without teeth, K. D., in bundles, min. 20,000 lbs.....							
Harvesting machines (self binding harvesters), min. 20,000 lbs.....							
Hay carriers and hay carrier returners, 20,000 lbs.....							

Exhibit I—Continued.

ARTICLES.	Miles.....	Illinois present rates.....	Illinois 20% reduction.....	Indiana lines average rates.....	Iowa.....	C. F. A. min. scale.	Pa. R. R. in Penn.—main line.....
<i>Agricultural Implements, Vehicles, Etc.</i> —Concluded.							
Hay carrier track, in bdl., min. 20,000 lbs.....							
Hay forks, min. 20,000 lbs.....							
Hay or straw stackers or rickers, hay loaders and sweep rakes, K. D., flat, tied in bundles, wheels racked, min. 20,000 lbs.....							
Hay pulleys, in boxes or barrels, min. 20,000 lbs.....							
Hay racks, in bundles, min. 20,000 lbs.....							
Hay slings, min. 20,000 lbs.....							
Hay tedders, min. 20,000 lbs.....							
Hoes, rotary (horse power), min. 20,000 lbs.....							
Horse powers, tread and sweep, min. 20,000 lbs.....							
Horse rakes, iron, N. O. S., or wood, min. 20,000 lbs.....							
Horse rakes, sulky, min. 20,000 lbs.....							
Manure and fertilizer spreaders, min. 20,000 lbs.....							
Mills, cane, min. 20,000 lbs.....							
Mills, cob and combined corn and cob, min. 20,000 lbs.....							
Mowers, lawn.....	5	4.7	3.76	4.9	5	4	4
Mower knife grinders and disc sharpeners.....	25	7.52	6.02	6.7	6	5.5	7
Pea hullers, min. 20,000 lbs.....	50	9.64	7.72	8.6	7.05	7.5	8
Plows, gang, sulky, rotary and walking wheeled, min. 20,000 lbs.....	100	12.45	9.96	10.5	9	9	13
Plows, gang, sulky, rotary and walking wheeled, min. 20,000 lbs.....	150	14.48	11.59	11.6	12.5	10.5	15
Plows, listing, riding, min. 20,000 lbs.....	200	15.98	12.79	12.8	15.9	12	18
Plows, listing, walking, min. 20,000 lbs.....	250	16.92	13.54	14.8	19.2	13.5	20
Plows, listing, walking, min. 20,000 lbs.....	300	17.86	14.29	16.7	22.5	14.5	22
Plows, walking, min. 20,000 lbs.....	350	19.27	15.42	.....	25	15.5	23
Potato diggers, wheeled, min. 20,000 lbs.....	400	20.12	16.10	.....	27.5	17	25
Potato planters taken apart, wheels on or off, small parts tied in bundles, min. 20,000 lbs.....							
Presses, hay, min. 20,000 lbs.....							
Presses, hay, and wire hay bale ties.....							
NOTE—No mixed C. L. rating in the Official and West classifications.							
Reapers, min. 20,000 lbs.....							
Rollers, field, min. 20,000 lbs.....							
Sage brush grubbers, min. 20,000 lbs.....							
Stalk cutters, min. 20,000 lbs.....							
Tobacco transplanters, min. 20,000 lbs.....							
Tree diggers, min. 20,000 lbs.....							
Wagons, tank (for farm engines), taken apart, loaded in box cars.....							
Wagons, farm.....							
Wind mills, wind mill pumps, pump cylinders, and pipe for connecting pump heads and cylinders, wind mill towers, angle iron, and timber prepared for wind mill towers, min. 20,000 lbs*.....							
NOTE—Shipments of pipe for connecting pump heads and cylinders must not exceed one-third of the total weight on pumps and pipe.							
Wire, binding, for harvesters.....							

* Official classification min. weight 24,000 lbs. When wind mill pumps are included the min. weight in Iowa classification is 24,000 lbs.

Exhibit I—Continued.

ARTICLES.	Miles.....	Illinois present rates.....	Illinois 20% reduction.....	Indiana lines average rates.....	Iowa.....	C. F. A. min. scale.	Pa. R. R. in Penn.—main line.....
AGRICULTURAL IMPLEMENTS, PARTS OF, O. R. B., C. AND RUST, OR REL.							
All parts, N. O. S., min. 20,000 lbs.....							
Band cutter and self feeder, min. 20,000 lbs.....							
Binder trucks, min. 20,000 lbs.....							
Binding attachment for harvesting machines, boxed or crated, min. 20,000 lbs.....							
Bundle carriers, in bundles, min 20,000 lbs.....							
Check rowers, min. 20,000 lbs.....							
Check rower wire, min. 20,000 lbs.....							
Clevises, min. 20,000 lbs.....							
Draper sticks or apron slats, and reel sticks (for reapers and harvesting machines), min. 20,000 lbs.....							
Iron master or bull wheels, min. 20,000 lbs.....							
Iron castings (cast iron parts of agricultural implements), N. O. S., min. 20,000 lbs.....							
Iron seats for agricultural implements, min. 20,000 lbs.....							
Knives, mower or reaper, min. 20,000 lbs.....							
Spring keys or cotters, min. 20,000 lbs.....							
Stell cutter bars, min. 20,000 lbs.....							
Section grinders, min. 20,000 lbs.....	5	4.7	3.76	4.9	5	4	4
Sweep bars or levers, min. 20,000 lbs.....	25	7.52	6.02	6.7	6	5.5	7
Threshing machine teeth, min. 20,000 lbs.....	50	9.61	7.72	8.6	7.05	7.5	8
Doubletrees, equalizers, neck yokes, singletrees whiffletrees, in the white (not further finished than dipped, primed or shellacked), ironed.....	100	12.45	9.96	10.5	9	9	13
Doubletrees, equalizers, neck yokes, singletrees whiffletrees, in the white (not further finished than dipped, primed or shellacked), ironed.....	150	14.48	11.59	11.6	12.5	10.5	15
Doubletrees, equalizers, neck yokes, singletrees whiffletrees, in the white (not further finished than dipped, primed or shellacked), ironed.....	200	15.98	12.79	12.8	15.9	12	18
Doubletrees, equalizers, neck yokes, singletrees whiffletrees, in the white (not further finished than dipped, primed or shellacked), ironed.....	250	16.92	13.54	14.8	19.2	13.5	20
Doubletrees, equalizers, neck yokes, singletrees whiffletrees, in the white (not further finished than dipped, primed or shellacked), ironed.....	300	17.86	14.29	16.7	22.5	14.5	22
Plow points and handles.....	350	19.27	15.42	.....	25	15.5	23
Sprinkling wagons.....	400	20.12	16.10	.....	27.5	17	25
Vehicles, freight, N. O. S., also parts thereof.....							
VEHICLES, PARTS OF—WAGON, CARRIAGE AND PLOW MATERIAL.							
Axles (iron or wood).....							
Bows, brakes.....							
Doubletrees.....							
Felloes.....							
Hubs.....							
Neck yokes.....							
Shafts, singletrees, spokes.....							
Springs.....							
Thimble skeins, tongues.....							
Wagon and plow malleable castings.....							
Wagon, sled and sleigh wood.....							
Wind mills, K. D.....							
MACHINERY, ETC.							
Boilers, N. O. S., loaded in box cars....							
Boilers, N. O. S., requiring flat or gondola cars.....							
Elevator buckets, tin, nested, in packages.....							
Elevator buckets, iron or steel, nested, in packages.....							

Exhibit I—Continued.

ARTICLES.	Miles.....	Illinois present rates	Illinois 20% reduction	Indiana lines average rates	Iowa.....	C. F. A. min. scale.	Pa. R. R. in Penn.—main line
<i>Machinery, Etc.—Concluded.</i>							
Engines and boilers, loaded in box cars							
Engines and boilers, requiring flat or gondola car							
Engines, gas or gasoline							
Engines, hoisting							
Engines, Portable, loaded in box cars, actual weight							
Engines, portable, on wheels, or on skids, requiring flat or gondola car, min. 5,000 lbs. each, actual weight to be charged for if in excess of the min.							
Engines, portable							
Engines, stationary							
Excavators and pond or road scrapers, on wheels, S. U.							
Excavators and pond or road scrapers, wheels detached							
Excavators and pond or road scrapers, without wheels, S. U.							
Excavators and pond or road scrapers, without wheels, K. D.							
Excavators and pond or road scrapers ..							
Governors, steam, boxed							
Heaters, steam jacket							
Locomotive cylinder castings							
Pulleys, iron	5	4.7	3.76	4.9	5	4	4
Spring cotters or spring keys, iron, in boxes, kegs or bbls	25	7.52	6.02	6.7	6	5.5	7
Wheels, water, iron, N. O. S.	50	9.64	7.72	8.6	7.5	7.05	8
Wire, binding, or wire ties	100	12.45	9.96	10.5	9	9	13
Machines and machinery, N. O. S.	150	14.48	11.59	11.6	12.5	10.5	15
Meat cutters	200	15.98	12.79	12.8	15.9	12	18
Millstones, finished	250	16.92	13.54	14.8	19.2	13.5	20
Millstones, in rough	300	17.86	14.29	16.7	22.5	14.5	22
Millstones	350	19.27	15.42		25	15.5	23
Oil well supplies, consisting of auger stems, belts, brake bands, brake levers, bull wheels (wood), casing heads, drilling tools, jars, joints, reamers, rig iron, rope sockets, sand pumps, sand reels, sinker bars, sucker rods, temper screws, tongues and wrenches	400	20.12	16.10		27.5	17	25
Presses, cider							
Presses, cider, weighing two tons and over to each complete press, K. D.							
Presses, cotton, K. D.							
Presses, printing							
Pulleys, wood							
Pumps, chain or (belting)							
Pumps or pump cylinders, iron							
Pumps, steam, iron							
Purifiers, water							
Reels, centrifugal or sculping							
Road graders, on wheels, S. U.							
Road graders, wheels detached							
Road graders, without wheels, S. U.							
Road graders, without wheels, K. D.							
Rollers, road, iron							
Rollers, road, steam, min., 10,000 lbs. each							
Sand screens							
Screens, coal, foundry or sand							
Stump pullers							

Exhibit I—Continued.

ARTICLES.	Miles.....	Illinois present rates.....	Illinois 20c reduction.....	Indiana lines average rates.....	Iowa.....	C. F. A. min. scale.	Pa. R. R. in Penn.—main line.....
Tariff.—2—Tariff.							
Horses and mules	5	5.5	4.4	9.8	5.37	7.5	6
	25	7.1	5.7	13.4	6.87	7.5	10
	50	8.5	6.8	17.9	8.75	11.5	18
	100	10.4	8.32	24.4	12.5	22	25
	150	11.8	9.44	27.3	15	25	32
	200	13.3	10.64	29.9	17.5	28.5	40
	250	14.7	11.76	33.7	19.37	32	45
	300	16.1	12.88	37.7	21.25	34	51
	350	17.3	13.84	.....	23	36	55
	400	18.1	14.48	.....	24.75	37.5	58
Trf.—5—Trf.							
Cattle	5	5	4	4.9	5.13	4	4
	25	6.5	5.2	6.7	6.71	5.5	7
	50	7.7	6.2	8.6	8.68	7.5	8
	100	9.5	7.6	10.5	11.32	9	13
	150	10.8	8.64	11.6	13.42	10.5	15
	200	12.1	9.68	12.8	15.53	12	18
	250	13.4	10.72	14.8	17.89	13.5	20
	300	14.7	11.76	16.7	20.26	14.5	22
	350	15.7	12.56	.....	21.58	15.5	23
	400	16.5	13.2	.....	22.89	17	25
Trf.—5—Trf.							
Hogs.....	5	5.5	4.4	4.9	5.67	4	4th 5
	25	8	6.4	6.7	7	5.5	8
	50	10	8	8.6	8.67	7.5	9
	100	13	10.4	10.5	10.96	9	14
	150	14.7	11.76	11.6	12.8	10.5	18
	200	16.5	13.2	12.8	14.8	12	23
	250	17.2	13.76	14.8	16.9	13.5	25
	300	18	14.4	16.7	19	14.5	26
	350	19.2	15.36	.....	19.62	15.5	29
	400	20	16	.....	21	17	30
Trf.—5—Trf.							
Sheep	5	6	4.8	4.9	8.4	4	3d 5
	25	8.4	6.72	6.7	10	5.5	10
	50	10.6	8.5	8.6	12	7.5	14
	100	14.4	11.52	10.5	16	9	20
	150	17.1	13.68	11.6	19	10.5	25
	200	18.3	14.64	12.8	22	12	32
	250	19.2	15.36	14.8	23.9	13.5	35
	300	20	16	16.7	25.9	14.5	38
	350	21.2	16.96	.....	28.3	15.5	39
	400	22	17.6	.....	30.3	17	42
Trf.—6—Trf.							
Lumber	5	3.6	2.88	3.6	3.5	3	4
	25	5.1	4.08	5.4	4.14	4.5	6
	50	6.3	5.04	7	4.9	6.5	8
	100	8.68	6.95	8.6	6.3	8	12
	150	10	8	9.1	7.4	8.5	13
	200	10.98	8.79	9.9	8.4	9.5	16
	250	11.88	9.51	11.4	9.45	10.5	17
	300	12.7	10.16	12.3	10.5	11.5	18
	350	13.14	10.52	.....	11.55	13	19
	400	13.5	10.8	.....	12.6	14	20

Exhibit I—Concluded.

ARTICLES.	Miles.....	Illinois present rates.....	Illinois 20% reduction	Indiana lines average rates.....	Iowa.....	C. F. A. min. scale.	Pa. R. R. in Penn.—main line
9—6—Trf.							
Cement lime.....	5	3.29	2.64	3.6	3.25	3	3.75
	25	4.46	3.57	5.4	3.81	4.5	5.5
	50	5.45	4.36	7	4.51	6.5	8.5
	100	7.05	5.64	8.6	5.85	8	10.5
	150	8.46	6.77	9.1	6.85	8.5	11.75
	200	9.4	7.52	9.9	7.8	9.5	12.5
	250	10.34	8.28	11.4	8.8	10.5	14
	300	11.04	8.84	12.3	9.75	11.5	15
	350	11.92	9.54	.....	10.75	13	16.25
	400	12.55	10.04	.....	11.7	14	.....

Cement only.

EXHIBIT II.

*Order of Rate Combinations: Illinois, 1st; Official, 2d; Iowa, 3d.
6, Illinois; 5, Indiana, "Official Classification"; a, Iowa.*

ARTICLES.	Miles.	Illinois present rates	Illinois 20% reduction	Indiana lines average rates	Iowa	C. F. A. min. scale.	Pa. R. R. in Penn.—main line
Car loads.							
6-2-1							
Trunks, empty, released	5	4.7	3.76	9.8	14	7.5	6
	25	7.52	6.02	13.4	17	7.5	10
	50	9.64	7.72	17.9	20	11.5	18
	100	12.45	9.96	24.4	24	22	25
	150	14.48	11.59	27.3	32	25	32
	200	15.98	12.79	29.8	40	28.5	40
	250	16.92	13.54	33.7	48	32	45
	300	17.86	14.29	37.7	56	34	51
	350	19.27	15.42		58.5	36	55
	400	20.12	16.1		61	37.5	58
6-2-2							
Wool	5	4.7	3.76	9.8	11.9	7.5	6
	25	7.52	6.02	13.4	14.45	7.5	10
	50	9.64	7.72	17.9	17	11.5	18
	100	12.45	9.96	24.4	20.4	22	25
	150	14.48	11.59	27.3	25.3	25	32
	200	15.98	12.79	29.8	30.2	28.5	40
	250	16.92	13.54	33.7	35.1	32	45
	300	17.86	14.29	37	40	34	51
	350	19.27	15.42		42.5	36	55
	400	20.12	16.1		45	37.5	58
6-2-4							
Poultry, live	5	4.7	3.76	9.8	7	7.5	6
	25	7.52	6.02	13.4	8.5	7.5	10
	50	9.64	7.72	17.9	10	11.5	18
	100	12.45	9.96	24.4	12	22	25
	150	14.48	11.59	27.3	15.3	25	32
	200	15.98	12.79	29.8	18.6	28.5	40
	250	16.92	13.54	33.7	21.8	32	45
	300	17.86	14.29	37	25	34	51
	350	19.27	15.42		27.5	36	55
	400	20.12	16.1		30	37.5	58
6-3-2							
Counters and shelving for offices and stores	5	4.7	3.76	8.4	11.9	7	5
	25	7.52	6.02	11.1	14.45	7.5	10
	50	9.64	7.72	15.3	17	10.5	14
Condensed coffee	100	12.45	9.96	20.4	20.4	19	20
	150	14.48	11.59	21.6	25.3	20	25
Hay racks, iron	200	15.98	12.79	23	30.2	22	32
	250	16.92	13.54	25.2	35.1	23.5	35
	300	17.86	14.29	28.3	40	25	38
	350	19.27	15.42		42.5	27	39
	400	20.12	16.1		45	28.5	42
6-3-3							
Beds, brass	5	4.7	3.76	8.4	9.34	7	5
	25	7.52	6.02	11.1	11.34	7.5	10
Coffee extract or essence	50	9.64	7.72	15.3	13.34	10.5	14
	100	12.45	9.96	20.4	16	19	20
	150	14.48	11.59	21.6	19.5	20	25
	200	15.98	12.79	23	23	22	32
	250	16.92	13.54	25.2	26.5	23.5	35
	300	17.86	14.29	28.3	30	25	38
	350	19.27	15.42		32.5	27	39
	400	20.12	16.1		35	28.5	42

Exhibit II—Continued.

ARTICLES. Car Loads.	Miles.	Illinois present rates.	Illinois 20% reduction.	Indiana lines average rates.	Iowa.	C. F. A. min. scale.	Pa. R. R. in Penn.—main line.
6-4-A							
Twine, binding, for harvesters in bales.	5	4.7	3.76	6.8	5	4	5
Doubletrees, equalizers, neck yokes, singletrees and whiffletrees, finished.	25	7.52	6.02	8.8	6	7	8
Boiler cleansing compound in cans and dry, N. O. S.	50	9.64	7.72	10.9	7.05	8.5	9
Steam inspection cars, street cars and motors combined.	100	12.45	9.96	13.6	9	12.5	14
Fire apparatus and fire engines.	150	14.48	11.59	14.4	12.5	13.5	18
Chair seats, perforated.	200	15.98	12.79	15.6	15.9	15	23
Snow sweepers.	250	16.92	13.54	17.4	19.2	16	25
Wagon & carriage.	300	17.86	14.29	19.7	22.5	17	28
Wheels, wooden.	350	19.27	15.42		25	18.5	29
	400	20.12	16.1		27.5	19.5	30
6-3-4							
Beds, iron.	5	4.7	3.76	8.4	7	7	5
Ladders, wooden.	25	7.52	6.02	11.1	8.5	7.5	10
Ladders, step.	50	9.64	7.72	15.3	10	10.5	14
Acids, liq. in glass.	100	12.45	9.96	20.4	12	19	20
Measures, iron.	150	14.48	11.59	21.6	15.3	20	25
	200	15.98	12.79	23	18.6	22	32
	250	16.92	13.54	25.2	21.8	23.5	35
	300	17.86	14.29	28.3	25	25	38
	350	19.27	15.42		27.5	27	39
	400	20.12	16.1		30	28.5	42
6-4-3							
Paper pails or boxes.	5	4.7	3.76	6.8	9.34	6	5
Tables, K. D.	25	7.52	6.02	8.8	11.34	7	8
	50	9.64	7.72	10.9	13.34	8.5	9
	100	12.45	9.96	13.6	16	12.5	14
	150	14.48	11.59	14.4	19.5	13.5	18
	200	15.98	12.79	15.6	23	15	22
	250	16.92	13.54	17.4	26.5	16	25
	300	17.86	14.29	19.7	30	17	28
	350	19.27	15.42		32.5	18.5	29
	400	20.12	16.1		35	19.5	30
6-4-4							
Chair seats, cane.	5	4.7	3.76	6.8	7	6	5
Paper water buckets.	25	7.52	6.02	8.8	8.5	7	8
(Sewing machine castings, frames and woodwork).	50	9.64	7.72	10.9	10	8.5	9
Firkins and kits.	100	12.45	9.96	13.6	12	12.5	14
Pails, wooden.	150	14.48	11.59	14.4	15.3	13.5	18
Woodenware N. O. S.	200	15.98	12.79	15.6	18.6	15	23
Bone black.	250	16.92	13.54	17.4	21.8	16	25
	300	17.86	14.29	19.7	25	17	26
	350	19.27	15.42		27.5	18.5	29
	400	20.12	16.1		30	19.5	30
6-4-5							
Bags and bagging.	5	4.7	3.76	6.8	4.9	6	5
Castings N. O. S.	25	7.52	6.02	8.8	5.95	7	8
Wire rope.	50	9.64	7.72	10.9	7	8.5	9
Washing compounds, liq.	100	12.45	9.96	13.6	8.4	12.5	14
Can tops, tin, etc.	150	14.48	11.59	14.4	11.3	13.5	18
	200	15.98	12.79	15.6	14.2	15	23
	250	16.92	13.54	17.4	17.1	16	25
	300	17.86	14.29	19.7	20	17	26
	350	19.27	15.42		22.5	18.5	29
	400	20.12	16.1		25	19.5	30

Exhibit II—Continued.

ARTICLES. Car loads.	Miles.....	Illinois present rates.....	Illinois 20% reduc- tion.....	Indiana lines aver- age rates.....	Iowa.....	C. F. A. min. scale.	Ia. R. R. in Penn. —main line.....
6-5-4							
Acid, carbolic.....	5	4.7	3.76	4.9	7	4	4
Acid, in carboys N. O. S.....	25	7.52	6.02	6.7	8.5	5.5	7
Acid, in tank cars.....	50	9.64	7.72	8.6	10	7.5	8
Babbitt metal.....	100	12.45	9.96	10.5	12	9	13
Iron rolls.....	150	14.48	11.59	11.6	15.3	10.5	15
Tin, pig, bar, slabs.....	200	15.98	12.79	12.8	18.6	12	18
Washboards.....	250	16.92	13.54	14.8	21.8	13.5	20
Barrel covers, wooden.....	300	17.86	14.29	16.7	25	14.5	23
Lawn mowers.....	350	19.27	15.42	.....	27.5	15.5	22
	400	20.12	16.1	.....	30	17	25
6-6-5							
Cereal products or preparations N. O.	5	4.7	3.76	3.6	4.9	3	4
S. in bulk, in sacks or bbls.....	25	7.52	6.02	5.4	5.95	4.5	6
	50	9.64	7.72	7	7	6.5	8
	100	12.45	9.96	8.6	8.4	8	12
	150	14.48	11.59	9.1	11.3	8.5	13
	200	15.98	12.79	9.9	14.2	9.5	16
	250	16.92	13.54	11.4	17.1	10.5	17
	300	17.86	14.29	12.3	20	11.5	18
	350	19.27	15.42	.....	22.5	13	19
	400	20.12	16.1	.....	25	14	20
6-5-5							
Coffee, starch, soap, sugar.....							
Asbestos cement.....							
Elevator buckets.....							
Hides, green.....							
Bolts, nuts, washers.....							
Bridge, iron.....							
Fence posts, iron.....							
Hay, bands.....							
Epsom salts.....							
Tin plate.....	5	4.7	3.76	4.9	4.9	4	4
Turpentine.....	25	7.52	6.02	6.7	5.95	5.5	7
Washing crystals and powders.....	50	9.64	7.72	8.6	7	7.5	8
Copperas.....	100	12.45	9.96	10.5	8.4	9	13
Fish, desiccated.....	150	14.48	11.59	11.6	11.3	10.5	15
Fish, herring, etc.....	200	15.98	12.79	12.8	14.2	12	18
Axles, locomotive.....	250	16.92	13.54	14.8	17.1	13.5	20
Brake shoes, iron.....	300	17.86	14.29	16.7	20	14.5	22
Car wheels.....	350	19.27	15.42	.....	22.5	15.5	23
Clevises.....	400	20.12	16.1	.....	25	17	25
Cocks, iron.....							
Draw bars and draw heads.....							
Pulley hangers.....							
Roofing iron.....							
Shafting.....							
Spikes, railroad.....							
Paper, bags.....							
Paper, printing.....							
Paper, wrapping.....							
Starch, grape sugar, blue vitrol, soda, silicate and sulphate of.....							
6-5-A							
(Alfalfa, blue grass, lucerne, clover, timothy, red top seed).....	5	4.7	3.76	4.9	5	4	4
Air compressors.....	25	7.52	6.02	6.7	6	5.5	7
	50	9.64	7.72	8.6	7.5	7.5	8
Bridge builders outfit.....	100	12.45	9.96	10.5	9	9	13
Cars—brick, mining, etc.....	150	14.48	11.59	11.6	12.5	10.5	15
	200	15.98	12.79	12.8	15.9	12	18
	250	16.92	13.54	14.8	19.2	13.5	20
	300	17.86	14.29	16.7	22.5	14.5	22
	350	19.27	15.42	.....	25	15.5	23
	400	20.12	16.1	.....	27.5	17	25

Exhibit II—Continued.

ARTICLES.	Miles.	Illinois present rates.	Illinois 30% reduction	Indiana lines average rates.	Iowa.	C. F. A. min. scale.	Pa. R. R. in Penn.—main line.....
Car loads.							
7-5-5							
(Asbestos bldg. or roofing paper) pipe fittings.....	5	4.23	3.39	4.9	4.9	4	4
Glass, window.....	25	7.05	5.64	6.7	5.95	5.5	7
Pipe, wrought iron.....	50	9.4	7.52	8.6	7	7.5	8
Iron railing.....	100	11.47	9.18	10.5	8.4	9	13
Manilla.....	150	13.16	10.53	11.6	11.3	10.5	15
Tanks, sec. steel.....	200	14.1	11.28	12.8	14.2	12	18
Board, wood pulp.....	250	15.04	12.04	14.8	17.1	13.5	20
Fire plugs, iron.....	300	15.98	12.79	16.7	20	14.5	22
Booths, election, K. D.....	350	17.39	13.92		22.5	15.5	23
Paper, wrapping.....	400	18.1	14.48		25	17	25
7-5-A							
Wood carpet.....	5	4.23	3.39	4.9	5	4	4
Shoveling boards.....	25	7.05	5.64	6.7	6	5.5	7
Handles, wooden.....	50	9.4	7.52	8.6	7.05	7.5	8
(Balusters, stair rails or other turned wood, wooden).....	100	11.47	9.18	10.5	9	9	13
	150	13.16	10.53	11.6	12.5	10.5	15
	200	14.1	11.28	12.8	15.9	12	18
	250	15.04	12.04	14.8	19.2	13.5	20
	300	15.98	12.79	16.7	22.5	14.5	22
	350	17.39	13.92		25	15.5	23
	400	18.1	14.48		27.5	17	25
7-5-B							
Stoneware, strawboard.....	5	4.23	3.39	4.9	4.9	4	4
Plow beams, wooden.....	25	7.5	5.64	6.7	5.95	5.5	7
Egg carrier fillers.....	50	9.4	7.52	8.6	7	7.5	8
Grind stones and frames.....	100	11.47	9.18	10.5	8.4	9	13
Plow handles, wooden.....	150	13.16	10.53	11.6	10.7	10.5	15
Enameled brick.....	200	14.1	11.28	12.8	13	12	18
Fence, wooden, in sections.....	250	15.04	12.04	14.8	15.25	13.5	20
Fire kindlers, bxd.....	300	15.98	12.79	16.7	17.5	14.5	22
Foundry flasks, wooden.....	350	17.39	13.92		20	15.5	23
Gates, wooden, trees.....	400	18.1	14.48		22.5	17	25
7-2-B							
Household goods.....	5	4.23	3.39	9.8	4.9	7.5	6
	25	7.05	5.64	13.4	5.95	7.5	10
	50	9.4	7.52	17.9	7	11.5	18
	100	11.47	9.18	24.4	8.4	22	25
	150	13.16	10.53	27.3	10.7	25	32
	200	14.1	11.28	29.9	13	28.5	40
	250	15.04	12.04	33.7	15.25	32	45
	300	15.98	12.79	37.7	17.5	34	51
	350	17.39	13.92		20	36	55
	400	18.1	14.48		22.5	37.5	58
7-6-B							
Cement window caps, sills, chimney tops and similar articles for building purposes.....	5	4.23	3.39	3.6	4.9	3	4
	25	7.05	5.64	5.4	5.95	4.5	6
	50	9.4	7.52	7	7	6.5	8
Crates, N. O. S., K. D.....	100	11.47	9.18	8.6	8.4	8	12
	150	13.16	10.53	9.1	10.7	8.5	13
	200	14.1	11.28	9.9	13	9.5	16
	250	15.04	12.04	11.4	15.25	10.5	17
	300	15.98	12.79	12.3	17.5	11.5	18
	350	17.39	13.92		20	13	19
	400	18.1	14.48		22.5	14	20

Exhibit II—Concluded.

ARTICLES. Car Loads.	Miles.....	Illinois present rates	Illinois 20% reduc- tion	Indiana lines aver- age rates.....	Iowa.....	C. F. A. min. scale.	Pa. R. R. in Penn. —main line.....
7-3-A							
Refrigerators.....	5	4.23	3.39	8.4	5	7	5
	25	7.05	5.64	11.1	6	7.5	10
	50	9.4	7.52	15.3	7.05	10.5	14
	100	11.47	9.18	20.4	9	19	20
	150	13.16	10.53	21.6	12.5	20	25
	200	14.1	11.28	23	15.9	22	32
	250	15.04	12.04	25.2	19.2	23.5	35
	300	15.98	12.79	28.3	22.5	25	38
	350	17.39	13.92	.....	25	27	39
	400	18.1	14.48	.....	27.5	28.5	42
7-4-B							
Screens, wire door or window	5	4.23	3.39	6.8	4.9	6	5
	25	7.05	5.64	8.8	5.95	7	8
	50	9.4	7.52	10.9	7	8.5	9
	100	11.47	9.18	13.6	8.4	12.5	14
	150	13.16	10.53	14.4	10.7	13.5	16
	200	14.1	11.28	15.6	13	15	23
	250	15.04	12.04	17.4	15.25	16	25
	300	15.98	12.79	19.7	17.5	17	26
	350	17.39	13.92	.....	20	18.5	29
	400	18.1	14.48	.....	22.5	19.5	30
Lbr. Trf.—5-5							
Sash and doors, glazed with common window glass	5	3.6	2.88	4.9	4.9	4	4
	25	5.10	4.08	6.7	5.95	5.5	7
	50	6.30	5.04	8.6	7	7.5	8
	100	8.68	6.95	10.5	8.4	9	13
	150	10	8	11.6	11.3	10.5	15
	200	10.98	8.79	12.8	14.2	12	18
	250	11.88	9.51	14.8	17.1	13.5	20
	300	12.70	10.16	16.7	20	14.5	22
	350	13.14	10.52	.....	22.5	15.5	23
	400	13.50	10.80	.....	25	17	25

EXHIBIT III.

Order of Rate Combinations: Illinois, 1st, Official, 2d; Iowa, 3d, 6, Illinois; 5. Indiana, "Official Classification", a, Iowa.

ARTICLES. Car Loads.	Miles	Illinois present rates	Illinois 20% reduc- tion	Indiana lines aver- age rates	Iowa	C. F. A. min. scale.	Pa. R. R. in Penn. —main line
8-5-5.							
Bottle wrappers	5	3.76	3.01	4.9	4.9	4	4
Boiler compound	25	5.64	4.52	6.7	5.95	5.5	7
Boiler covering, cement	50	6.96	5.57	8.6	7	7.5	8
Wire and nails	100	8.84	7.08	10.5	8.4	9	13
Sausage casings	150	10.62	8.50	11.6	11.3	10.5	15
Horseshoe nails	200	12.03	9.63	12.8	14.2	12	18
Rivets	250	12.97	10.38	14.8	17.1	13.5	20
Staples	300	13.91	11.13	16.7	20	14.5	22
Wire fencing	350	14.76	11.81	.....	22.5	15.5	23
Slate tiling	400	15.37	12.3	.....	25	17	25
8-3-3.							
Boxes, wooden, empty, min. Indiana, 12,000 lbs.; min. Illinois, 20,000 lbs.	5	3.76	3.01	8.4	9.34	7	5
	25	5.64	4.52	11.1	11.34	7.5	10
	50	6.96	5.57	15.3	13.34	10.5	14
	100	8.84	7.08	20.4	16	19	20
	150	10.62	8.50	21.6	19.5	20	25
	200	12.03	9.63	23	23	22	32
	250	12.97	10.38	25.2	26.5	23.5	35
	300	13.91	11.13	28.3	30	25	38
	350	14.76	11.81	.....	32.5	27	39
	400	15.37	12.3	.....	35	28.5	42
8-5-C.							
Potatoes, sweet	5	3.76	3.01	4.9	4.2	4	4
Telegraph brackets	25	5.64	4.52	6.7	5.1	5.5	7
Excelsior	50	6.96	5.57	8.6	6	7.5	8
Fencing (combination wood and wire)	100	8.84	7.08	10.5	7.2	9	13
Insulator pins	150	10.62	8.5	11.6	9.2	10.5	15
Sash weights	200	12.03	9.63	12.8	11.1	12	18
Marble tiling	250	12.97	10.38	14.8	13.05	13.5	20
Resin oil	300	13.91	11.13	16.7	15	14.5	22
Paints, dry	350	14.76	11.81	.....	17.5	15.5	23
Tomato pulp	400	15.37	12.3	.....	20	17	25
8-5-D.							
Rags, pressed in bales	5	3.76	3.01	4.9	3.5	4	4
Rubber, scrap	25	5.64	4.52	6.7	4.25	5.5	7
	50	6.96	5.57	8.6	5	7.5	8
	100	8.84	7.08	10.5	6	9	13
	150	10.62	8.5	11.6	7.7	10.5	15
	200	12.03	9.63	12.8	9.39	12	18
	250	12.97	10.38	14.8	10.99	13.5	20
	300	13.91	11.13	16.7	12.5	14.5	22
	350	14.76	11.81	.....	15	15.5	23
	400	15.37	12.3	.....	17.5	17	25
9-5-B.							
Paper, building or roofing, in rolls, bundles or crates	5	3.29	2.64	4.9	4.9	4	4
	25	4.46	3.57	6.7	5.95	5.5	7
	50	5.45	4.36	8.6	7	7.5	8
	100	7.05	5.64	10.5	8.4	9	13
	150	8.46	6.77	11.6	10.7	10.5	15
	200	9.40	7.52	12.8	13	12	18
	250	10.34	8.28	14.8	15.25	13.5	20
	300	11.04	8.84	16.7	17.5	14.5	22
	350	11.92	9.54	.....	20	15.5	23
	400	12.55	10.04	.....	22.5	17	25

Exhibit III—Continued.

ARTICLES. Car Loads.	Miles	Illinois present rates.....	Illinois 20% reduction	Indiana lines average rates.....	Iowa	C. F. A. min. scale.	Pa. R. R. in Penn.—main line.....
9-5-5.							
Ammonia.....	5	3.29	2.64	4.9	4.9	4	4
Apples, cider.....	25	4.46	3.57	6.7	5.95	5.5	7
Railway trucks.....	50	5.45	4.26	8.6	7	7.5	8
Copper, scrap.....	100	7.05	5.64	10.5	8.4	9	13
Moss, nursery.....	150	8.46	6.77	11.6	11.3	10.5	15
	200	9.4	7.52	12.8	14.2	12	18
	250	10.34	8.28	14.8	17.1	13.5	20
	300	11.04	8.84	16.7	20	14.5	22
	350	11.92	9.54	.....	22.5	15.5	23
	400	12.55	10.04	.....	25	17	25
9-4-3.							
(Berry crates or boxes, empty nested.)	5	3.29	2.64	6.8	9.34	7	5
Indiana min. 12,000 lbs.; Illinois min.	25	4.46	3.57	8.8	11.34	7.5	10
20,000 lbs. Indiana 100 miles, \$13.60;	50	5.45	4.36	10.9	13.34	10.5	14
Illinois 100 miles, \$14.10	100	7.05	5.64	13.6	16	19	20
	150	8.46	6.77	14.4	19.5	20	25
	200	9.4	7.52	15.6	23	22	32
	250	10.34	8.28	17.4	26.5	23.5	35
	300	11.04	8.84	19.7	30	25	38
	350	11.92	9.54	.....	32.5	27	39
	400	12.55	10.04	.....	35	28.5	42
9-5-C.							
Tan bark.....	5	3.29	2.64	4.9	4.2	4	4
Reels (for cable or wire rope)	25	4.46	3.57	6.7	5.1	5.5	7
Corn husks	50	5.45	4.36	8.6	6	7.5	8
	100	7.05	5.64	10.5	7.2	9	13
	150	8.46	6.77	11.6	9.2	10.5	15
	200	9.4	7.52	12.8	11.1	12	18
	250	10.34	8.28	14.8	13.05	13.5	20
	300	11.04	8.84	16.7	15	14.5	22
	350	11.92	9.54	.....	17.5	15.5	23
	400	12.55	10.04	.....	20	17	25
9-6-D.							
Scrap iron.....	5	3.29	2.64	3.6	3.5	3	4
Asphaltum.....	25	4.46	3.57	5.4	4.25	4.5	6
Brass ashes	50	5.45	4.36	7	5	6.5	8
(Barrels or kegs, empty, old, tight) ..	100	7.05	5.64	8.6	6	8	12
Bones, scrap zinc	150	8.46	6.77	9.1	7.7	8.5	13
Charcoal	200	9.4	7.52	9.9	9.39	9.5	16
Cullet or broken glass, fluor spar	250	10.34	8.28	11.4	10.99	10.5	17
Hoop poles	300	11.04	8.84	12.3	12.50	11.5	18
Lead, scrap	350	11.92	9.54	.....	15	13	19
	400	12.55	10.04	.....	17.5	14	20
9-5-D.							
Brass, scrap	5	3.29	2.64	4.9	3.5	4	4
Calcium solution	25	4.46	3.57	6.7	4.25	5.5	7
Cement, paving, tar and pitch	50	5.45	4.36	8.6	5	7.5	8
Cheese vats, K. D.	100	7.05	5.64	10.5	6	9	13
Creosote, in wood.....	150	8.46	6.77	11.6	7.7	10.5	15
Foundry facings.....	200	9.4	7.52	12.8	9.39	12	18
Gas tar	250	10.34	8.28	14.8	10.99	13.5	20
Glue stock	300	11.04	8.84	16.7	12.5	14.5	22
Billets, blooms and ingots.....	350	11.92	9.54	.....	15	15.5	23
	400	12.55	10.04	.....	17.5	17	25
10-5-B.							
Flax, moss or straw	5	2.96	2.37	4.9	4.9	4	4
Terra cotta	25	4.02	3.22	6.7	5.95	5.5	7
	50	4.91	3.93	8.6	7	7.5	8
	100	6.34	5.08	10.5	8.4	9	13
	150	7.61	6.09	11.6	10.7	10.5	15
	200	8.46	6.77	12.8	13	12	18
	250	9.31	7.45	14.8	15.25	13.5	20
	300	9.95	7.96	16.7	17.5	14.5	22
	350	10.74	8.6	.....	20	15.5	23
	400	11.03	9.04	.....	22.5	17	25

Exhibit III—Concluded.

ARTICLES. Car Loads.	Miles	Illinois present rates.....	Illinois 20% reduc- tion	Indiana lines aver- age rates.....	Iowa.....	C. F. A. min. scale.	Pa. R. R. in Penn. —main line.....
10-5-D.							
Straw	5	2.96	2.37	4.9	3.5	4	4
	25	4.02	3.22	6.7	4.25	5.5	7
	50	4.91	3.93	8.6	5	7.5	8
	100	6.34	5.08	10.5	6	9	13
	150	7.61	6.09	11.6	7.7	10.5	15
	200	8.46	6.77	12.8	9.99	12	18
	250	9.31	7.45	14.6	10.99	13.5	20
	300	9.95	7.96	16.7	12.5	14.5	22
	350	10.74	8.6		15	15.5	23
	400	11.03	9.04		17.5	17	25
10-6-E.							
Stone, including crushed	5	2.96	2.37	3.6	2.8	3	4
Ashes, wood.....	25	4.02	3.22	5.4	3.4	4.5	6
Blood, dried.....	50	4.91	3.93	7	4	6.5	8
Brick, common or fire, zinc ore.....	100	6.34	5.08	8.6	4.8	8	12
Clay, N. O. S. and fire.....	150	7.61	6.09	9.1	6.4	8.5	13
Fertilizer	200	8.46	6.77	9.9	8	9.5	16
Flue linings	250	9.31	7.45	11.4	9.5	10.5	17
Ice, phosphate rock.....	300	9.95	7.96	12.3	11	11.5	18
Sewer pipe, sawdust, shavings	350	10.74	8.6		13.5	13	19
	400	11.03	9.04		16	14	20

EXHIBIT IV.

*Order of Rate Combinations: Illinois, 1st; Official, 2d; Iowa, 3d.
6, Illinois; 5, Indiana, "Official Classification"; a, Iowa.*

ARTICLES.	Miles.....	Illinois present rate	Illinois 20% reduc- tion	Indiana lines aver- age rate	Iowa.....	C. F. A. min. scale.	Pa. R. R. in Penn. —main line
Car loads.							
Trf.—6—Trf.							
Wheat and flour.....	5	4.05	3.24	3.6	4.5	3	4
	25	5.43	4.35	5.4	5.3	4.5	6
	50	6.76	5.41	7	6.3	6.5	8
	100	8.91	7.13	8.6	8.1	8	12
	150	10.24	8.2	9.1	9.5	8.5	13
	200	11.58	9.27	9.9	10.8	9.5	16
	250	12.47	9.98	11.4	12.15	10.5	17
	300	13.4	10.72	12.3	13.53	11.5	18
	350	14.17	11.34	.....	14.88	13	19
	400	14.71	11.77	.....	16.2	14	20
Trf.—6—Trf.							
Grain other than wheat.....	5	3.65	2.92	3.6	3.75	3	4
	25	4.88	3.89	5.4	4.43	4.5	6
	50	6.08	4.87	7	5.25	6.5	8
	100	8.1	6.48	8.6	6.75	8	12
	150	9.31	7.45	9.1	7.9	8.5	13
	200	10.53	8.43	9.9	9	9.5	16
	250	11.34	9.08	11.4	10.15	10.5	17
	300	12.15	9.72	12.3	11.25	11.5	18
	350	12.88	10.31	.....	12.4	13	19
	400	13.37	10.7	.....	13.5	14	20
9—5—D.							
Hay	5	3.29	2.64	4.9	3.5	4	4
	25	4.46	3.59	6.7	4.25	5.5	7
	50	5.45	4.36	8.6	5	7.5	8
	100	7.05	5.64	10.5	6	9	13
	150	8.46	6.77	11.6	7.7	10.5	15
	200	9.4	7.52	12.8	9.39	12	18
	250	10.34	8.28	14.8	10.99	13.5	20
	300	11.04	8.84	16.7	12.5	14.5	22
	350	11.92	9.54	.....	15	15.5	23
	400	12.55	10.04	.....	17.5	17	25
6—2—3.							
Fruits, green; Ind. min., 20,000 lbs.; Ill. min., 24,000 lbs.	5	4.7	3.76	9.8	9.34	7.5	6
	25	7.52	6.02	13.4	11.34	7.5	10
	50	9.64	7.72	17.9	13.34	11.5	18
	100	12.45	9.96	24.4	16	22	25
	150	14.45	11.59	27.3	19.5	25	32
	200	15.98	12.79	29.9	23	28.5	40
	250	16.92	13.54	33.7	26.5	32	45
	300	17.86	14.29	.....	30	34	51
	350	19.27	15.42	.....	32.5	36	55
	400	20.17	16.1	.....	35	37.5	58
Wheat trf.—5—5.							
Apples, green.	5	4.05	3.24	4.9	4.9	4	4
	25	5.43	4.35	6.7	5.95	5.5	7
	50	6.76	5.41	8.6	7	7.5	8
	100	8.91	7.13	10.5	8.4	9	13
	150	10.24	8.2	11.6	11.3	10.5	15
	200	11.58	9.27	12.4	14.2	12	18
	250	12.47	9.98	14.8	17.1	13.5	20
	300	13.4	10.72	16.7	20	14.5	22
	350	14.17	11.34	.....	22.5	15.5	23
	400	14.71	11.77	.....	25	17	25

Exhibit IV—Concluded.

ARTICLES. Car loads.	Miles	Illinois present rates	Illinois 20% reduction	Indiana lines average rates	Iowa	C. F. A. mil. scale	Pa. R. R. in Penn.—main line
Wheat trf.—4—5.							
Green vegetables (except celery).....	5	4.05	3.24	6.8	4.9	6	5
	25	5.43	4.35	8.8	5.95	7	8
	50	6.76	5.41	10.9	7	8.5	9
	100	8.91	7.13	13.6	8.4	12.5	14
	150	10.24	8.2	14.4	11.3	13.5	18
	200	11.58	9.27	15.6	14.2	15	23
	250	12.47	9.98	17.4	17.1	16	25
	300	13.4	10.72	19.7	20	17	28
	350	14.17	11.34	.....	22.5	18.5	29
	400	14.71	11.77	.....	25	19.5	30
Wheat trf.—4—4.							
Celery.....	5	4.05	3.24	6.8	7	6	5
	25	5.43	4.35	8.8	8.5	7	8
	50	6.76	5.41	10.9	10	8.5	9
	100	8.91	7.13	13.6	12	12.5	14
	150	10.24	8.2	14.4	15.3	13.5	18
	200	11.58	9.27	15.6	18.6	15	23
	250	12.47	9.98	17.4	21.8	16	25
	300	13.4	10.72	19.7	25	17	28
	350	14.17	11.34	.....	27.5	18.5	29
	400	14.71	11.77	.....	30	19.5	30
Wheat trf.—5—C.							
Winter vegetables, including Irish potatoes	5	4.05	3.24	4.9	4.2	4	4
	25	5.43	4.35	6.7	5.1	5.5	7
	50	6.76	5.41	8.6	6	7.5	8
	100	8.91	7.13	10.5	7.2	9	13
	150	10.24	8.2	11.6	9.2	10.5	15
	200	11.58	9.27	12.8	11.1	12	18
	250	12.47	9.98	14.8	13.05	13.5	20
	300	13.4	10.72	16.7	15	14.5	22
	350	14.17	11.34	.....	17.5	15.5	23
	400	14.71	11.77	.....	20	17	25
Wheat trf.—4—C.							
Melons.....	5	4.05	3.24	6.8	4.2	6	5
	25	5.43	4.35	8.8	5.1	7	8
	50	6.76	5.41	10.9	6	8.5	9
	100	8.91	7.13	13.6	7.2	12.5	14
	150	10.24	8.2	14.4	9.2	13.5	18
	200	11.58	9.27	15.6	11.1	15	23
	250	12.47	9.98	17.4	13.05	16	25
	300	13.4	10.72	19.7	15	17	26
	350	14.17	11.34	.....	17.5	18.5	29
	400	14.71	11.77	.....	20	19.5	30
Corn trf.—6—B.							
Bran, chop feed, ship stuff, shorts.....	5	3.65	2.92	3.6	4.9	3	4
	25	4.86	3.89	5.4	5.95	4.5	6
	50	6.08	4.87	7	7	6.5	8
	100	8.1	6.48	8.6	8.4	8	12
	150	9.31	7.45	9.1	10.7	8.5	13
	200	10.53	8.43	9.9	13	9.5	16
	250	11.34	9.08	11.4	15.25	10.5	17
	300	12.15	9.72	12.3	17.5	11.5	18
	350	12.88	10.31	.....	20	13	19
	400	13.37	10.7	.....	22.5	14	20

The commission being convinced from a careful analysis of these comparisons that they would not be justified in carrying the twenty (20) per cent reduction below the first five classes, instructed the secretary to make reductions on the lower classes and commodities on a sliding scale, starting on the basis of ten (10) per cent reduction. The schedule was prepared and presented to the commission and adopted by the them, and, on June 5, 1906, the final order of the commission in the case was entered covering the schedule of rates, the revised classification and all rules governing the same, to be in full force and effect from and after July 1, 1906, superseding all previous issues.

Copy in full attached to this report.

Illinois Commissioners' Classification No. 10.

**STATE OF ILLINOIS
Railroad and Warehouse Commission
SPRINGFIELD**

Schedule of Reasonable Maximum Rates

FOR THE TRANSPORTATION OF

PASSENGERS AND FREIGHTS AND CARS

TOGETHER WITH A

Classification of Railroads and Freights

IN THE

STATE OF ILLINOIS

Effective July 1, 1906

Superseding all Previous Issues

Prepared and Adopted by the Board of Railroad and Warehouse Commissioners under the provisions of "An Act to prevent extortion and unjust discrimination." Section 8. In force July 1, 1885.

IT IS ORDERED:

That on and after July 1, 1906, the several railroads doing business in the State of Illinois be classified in the following manner:

The—

Atchison, Topeka & Santa Fé,
 Baltimore & Ohio,
 Baltimore & Ohio Southwestern,
 Belt Railway of Chicago.
 Chicago & Alton,
 Chicago Terminal Transfer,
 Chicago & Eastern Illinois,
 Chicago & Erie,
 Chicago & Illinois Southern,
 Chicago & Northwestern,
 Chicago & Western Indiana,
 Chicago, Burlington & Quincy,
 Chicago Heights Terminal Transfer.
 Chicago Junction,
 Chicago, Lake Shore & Eastern,
 Chicago, Milwaukee & St. Paul,
 Chicago, Rock Island & Pacific,
 Chicago Short Line,
 Chicago Great Western,
 Cincinnati, Indianapolis & Western,
 Cleveland, Cincinnati, Chicago & St. Louis,
 Elgin, Joliet & Eastern,
 Grand Trunk Western,
 Illinois Central,
 Illinois, Iowa & Minnesota,
 Indiana, Illinois & Iowa,
 Lake Erie & Western,
 Lake Shore & Michigan Southern,
 Macoupin County Railway,
 Michigan Central,
 Mobile & Ohio,
 New York, Chicago & St. Louis,
 Pennsylvania Co.,
 Peoria & Pekin Union,
 Pittsburg, Cincinnati, Chicago & St. Louis,
 Pittsburg, Ft. Wayne & Chicago,
 Southern Railway,
 St. Louis, Iron Mountain & Southern,
 St. Louis Merchants Bridge,
 Terminal Railroad Association of St. Louis,
 Terre Haute & Indianapolis,
 Vandalia Railroad,
 Wabash, and
 Wisconsin Central,

shall be roads of Class "A."

The—

Calumet Western,
 Chicago & Illinois Midland,
 Chicago & Illinois Western,
 Chicago, Peoria & St. Louis.
 Chicago, Peoria & Western,
 Chicago Union Transfer,
 Chicago, West Pullman & Southern,
 Davenport, Rock Island & Northwestern

The—

East St. Louis Connecting,
Galesburg & Great Eastern,
Granite City & Madison Belt Line,
Illinois Northern,
Illinois Southern Ry.,
Illinois Terminal,
Illinois Valley Belt,
Iowa Central,
Kankakee & Seneca,
LaSalle & Bureau County,
Louisville & Nashville,
Oglesby & Granville,
Peoria & Pekin Terminal,
Quincy, Omaha & Kansas City,
St. Louis, Troy & Eastern,
St. Louis & O'Fallon,
Terre Haute and Peoria,
Toledo, Peoria & Western,
Toledo, St. Louis & Western,
Toluca, Marquette & Northern,
Venice Terminal,
Wabash, Chester & Western,
Waukegan & Miss. Valley Ry.

The—

Alton, Granite & St. Louis Traction Co.,
Aurora, Elgin & Chicago Ry.,
Bloomington, Pontiac & Joliet Electric Ry.,
Chicago & Joliet Electric Ry.,
Chicago & Milwaukee Electric R. R.,
Chicago General Ry.,
Chicago, Harvard & Geneva Lake,
Chicago & Oak Park Elevated R. R.,
Coal Belt Electric Ry.,
DeKalb-Sycamore Electric Co.,
East St. Louis & Suburban Ry.,
Edwardsville, Alton & East St. Louis Traction Co.,
Elgin, Aurora & Southern Traction Co.,
Freeport Railway, Light & Power Co.,
Galesburg & Kewanee Electric Ry. Co.,
Galesburg, Monmouth & Rock Island Ry. Co.,
Illinois Traction System,
Chicago, Bloomington & Decatur Ry.,
Danville, Urbana & Champaign Ry.,
Decatur & Springfield Ry.,
St. Louis & Northeastern Ry.,
St. Louis & Springfield Ry.,
Illinois Valley Ry.,
Joliet, Plainfield & Aurora R. R.,
Keokuk & Western Illinois Electric Co.,
Macomb & Western Illinois Ry.,
Metropolitan West Side Elevated Ry.,
Mississippi Valley Traction Co.,
Northwestern Elevated R. R.,
Peoples Traction Co.,
Rockford & Interurban Ry.,
Sterling, Dixon & Eastern Electric Ry.,
South Side Elevated R. R. Co.,
Suburban R. R. Co.,

shall be roads of Class "B."

Any corporation, company or receiver operating any one of the roads above named, shall, on and after said 1st day of July, 1906, be entitled to charge the maximum freight and passenger rates, which may then be in force, or may thereafter be established by this Commission, for roads of the class to which such roads belongs. and no more, under penalty of the statute concerning extortion.

Roads of Class "A" shall be entitled to charge the rates provided in this classification and schedule.

Roads of Class "B" shall be entitled to add 10 per cent to the rates as provided in this classification and schedule for classes one to five inclusive, and 5 per cent for classes six to ten inclusive and commodity rates.

The fact that the name of any such railroad may be changed, or that a different company may assume control of it shall not operate to change the class of such railroad unless this Commission shall so order.

Any new road which may at any time hereafter be put in operation in this State, and all roads which may at any time, through mistake or other cause, be unclassified, shall be roads of Class "B" until such time as they shall be otherwise assigned by order of the Commission.

Witness our hands this 5th day of June, A. D. 1906.

Attest;	Signed,	JAMES S. NEVILLE, <i>Chairman</i> ,
WILLIAM KILPATRICK, <i>Secretary</i> .		ARTHUR L. FRENCH,
CHAS. J. SMITH, <i>Assistant Secretary</i> .		ISAAC L. ELLWOOD,
		<i>Commissioners.</i>

RULES AND CONDITIONS OF THE ILLINOIS CLASSIFICATION.

RULE 1.

Unless otherwise specified in the classification, the minimum car load weight upon all property in 1st, 2d, or 3d classes shall be 20,000 pounds, and on property lower than the 3d class 24,000 pounds, actual weight to be charged for when in excess of the minimum weight.

RULE 2.

All articles will be charged at actual gross weight, without regard to weight given by shippers and inserted in bills of lading; except that when an estimated weight is given in the classification such estimated weight will apply.

RULE 3.

Small consignments covering articles of several classes may be extended at their several rates, but no single shipment will be required to be taken at less than 25 cents for distances not exceeding 150 miles; over 150 miles, 50 cents.

RULE 4.

When articles are shipped under a false name, in order to deceive the carrier, or to avoid this classification, agents at destination will collect charges according to proper classification; and in case of loss or damage, consignees will be paid for the articles as called or shipped.

RULE 5.

When a reduced rate is given on account of owner assuming the risk, shippers must note "owner's risk" on the shipping order; when this is omitted, the freight will be charged at the highest rates and forwarded at carrier's risk.

RULE 6.

When the classification makes an article "released" or "owner's risk," the same at carrier's risk will be the next rate higher unless otherwise provided in the classification. Articles rated first class, released or owner's risk, if taken at carrier's risk will be charged one and one-half times first class rates, unless otherwise provided in the classification.

RULE 7.

When a lot of freight in packages, pieces or parts (not bulk freight) shipped at one time by one shipper to one consignee and destination, whether loaded by shipper or carrier, makes a part car load in excess of full car load, or car loads, the car load minimum weight shall be charged for each full car load, unless actual weight be greater than the minimum weight, when actual weight shall be charged; and the part car load remaining over shall be charged at actual weight and car load rate, unless otherwise specified in the classification. The weigh-bill for the part car load should have noted upon it a reference to the weigh-bill for the full car load of the lot of which it is a part; and only one bill of lading should be issued for any shipment subject to the provisions of this rule.

RULE 8.

Stoves in Cars—During cold weather, when perishable property is liable to be damaged by frost, a pass may be given to one person who may be in charge of and accompany shipments of one or more car loads of green fruits, potatoes or other vegetables, when a stove is used for the protection of such property from freezing. When stoves are used the stovepipe must be run through a board securely fastened to one side of the car door, and be fitted with an elbow projecting above the car not more than twenty-four inches; the wood-work must also be protected from fire by sheet iron or tin facing. The stoves and lumber used in fitting up the car may be returned at one-half fourth class rates.

RULE 9.

(A.) Unless otherwise provided in the classification, when articles on account of length (including locomotives and tenders) require two or more cars to transport them, the minimum charge for shipment shall be for the first car, the minimum weight provided for such articles in car loads; fifty (50) per cent of the minimum weight to be charged for each additional car (actual weight to be charged for when the aggregate actual weight exceeds the specified minimum weights), at the car load rate. But when the same shipper furnishes other freight for same consignee at same destination, loaded on same cars, making the actual weight of shipment equal to or over the minimum weight above provided for, the several articles shall be charged at their class rate in carloads and at actual weights.

When articles on account of length require two or more cars to transport them, and the cars are loaded to their full or safe carrying capacity, the minimum weights as per Rule 1 should govern, actual weight to be charged for when the aggregate actual weight exceeds the specified minimum weight.

(B.) Articles too bulky to be loaded in a box car (unless otherwise specified in the classification), shall be charged at actual weight and class rate for each article; provided, that in no case shall the charge for the same be less than for 4,000 lbs. at first class rates.

(C.) Articles too long to be loaded in a box car (unless otherwise specified in the classification), shall be charged at actual weight and class rate for each shipment to one consignee; provided, that in no case shall the charge for the same be less than 4,000 lbs. at first class rates.

RULE 10.

All freight which is provided for in the classification, boxed, and not provided for in crates, racks, bags or bundles, will take when shipped in crates or racks, the next class higher than in boxes, and when shipped in bags or bundles two classes higher than boxes. The term "boxed," used in the classification, is intended to mean completely enclosed.

RULE 11.

When a number of different articles of the same class are shipped at one time by one shipper to one consignee and destination, in car loads, they shall be taken at the rate of 100 lbs. for such class in car loads, and at the highest minimum car load weight provided for either of the articles, actual weight to be charged for if greater than the minimum weight. If the articles (provided with L. C. L. and C. L. ratings) are of more than one class, the car load rate and minimum car load weight for the article in the highest class shall be charged on all the articles that make up the car load, actual weight to be charged for when in excess of the specified minimum weight, excepting as provided in Rule 9 (A), and also excepting where the actual weight of the articles in any one class equals or exceeds the minimum car load weight provided therefor, such articles may be charged for at the minimum car load rate (actual weight if in excess of the minimum weight) and the car load rate provided for same, and the other articles will be charged for at the L. C. L. class rates to which they belong.

RULE 12.

A smaller quantity of freight shall not be charged a greater sum than a larger quantity; for instance: The charge for 120 bbls. flour, L. C. L., shall not be greater than for 125 bbls. C. L. In no case shall the charge for a consignment of freight (shipped at one time, by one shipper to one consignee and destination) be greater when taken at actual or estimated weight and L. C. L. rate, than on basis of C. L. weight and rate, nor shall the charge for a full car load on basis of C. L. weight and rate exceed the charge on basis of actual or estimated weight and L. C. L. rate.

RULE 13.

All articles in glass or earthenware, packed, not so provided for in the classification, will be charged at first class rates in L. C. L. quantities, and third class rates in C. L. quantities.

RULE 14.

Any package containing articles of more than one class will be charged at the tariff rate for the highest classed article contained therein, unless otherwise specified.

NOTE.—Advertising matter, printed, in packages will be taken with goods which it advertises at the classified rating for such goods.

RULE 15.

Fertilizers, tankage or other property likely to impregnate or injure cars may not be taken in bulk except by special agreement and cars to be especially provided for that purpose.

RULE 16.

(A.) The classification of articles "in the rough" applies to such articles when sawed, hewn or planed, and before any further manufacturing process has begun.

NOTE.—Unless otherwise specially provided, the classification of articles "in the rough" as defined in this rule, will not apply on articles which, in addition to being sawed, hewn or planed, are bent, as the bending process advances the stage of manufacture and renders the articles properly subject to the classification provided for same "in the white."

(B.) The classification "in the white" applies after the manufacturing process has begun (and may include one coat of priming), but when the article has not been painted or varnished.

(C.) The classification "finished" applies to the article after it has passed the stage of manufacture covered by Sections A and B of this Rule.

RULE 17.

When parts or pieces constitute one or more complete articles are offered to carriers for transportation at one time, by one shipper, to one consignee and destination, they shall be rated at the classification provided for the complete article, whether S. U. or D. K., as specified in the classification.

RULE 18.

Articles offered to carriers for transportation at the rating provided for same in the classification when racked or crated, must be enclosed to an extent sufficient to hold the frame-work together and protect the property during the process of transportation. Nailing strips on or to the articles, forming partial protection only, will not be sufficient to entitle the property to the rating provided therefor when racked or crated.

RULE 19.

(A.) Bulk freight will not be taken in less than car load, unless so specified in the classification.

(B.) Owners will be required to load and unload bulk freight in car loads, unless otherwise provided by special agreement.

RULE 20.

When empty packages are offered for shipment at the rates provided in this classification for returned empty packages, the agent must satisfy himself that they have been used, when filled, in the transportation of a regular consignment over the road. If agents have reason to believe that the packages, when filled, were originally forwarded by express or by competing lines, they will make a note to that effect on the way-bill, and charge at regular rates for new packages.

RULE 21.

The following allowances for weights of racks and blocks used in securing freight loaded on open cars will be made when actual weight cannot be ascertained, viz.:

For racks, 1,000 lbs.; for blocks, 500 lbs.; for racks and blocks, where both are used, 1,000 lbs.

Companies will not be responsible for removal of or damage to temporary racks, and it will be optional with them to remove or return such temporary racks to shippers if not taken by consignees.

RULE 22.

Articles requiring open cars for transportation will be accepted only when small detachable parts are shipped subject to owner's risk of loss.

RULE 23.

The reasonable maximum rate for switching loaded cars for distances not exceeding three miles, shall be ten (10) cents per ton, with a maximum rate of four dollars per car and a minimum rate of two dollars per car. Switching includes the hauling of loaded cars from the station yards, side tracks, elevators or warehouses to the junction of other railroads when not billed from stations on its own road to said junctions, and from junctions of other railroads to the stations, side tracks, elevators and warehouses situated on the tracks owned or controlled by the railroad company doing said switching; it is that transfer charge ordinarily made for moving loaded cars for short distances for which no regular way-bill is made, and which do not move between two regularly established stations on the same road.

LAWS REGULATING THE DELIVERY OF GRAIN.

Every railroad corporation which shall receive any grain in bulk for transportation to any place within the State, shall transport and deliver the same to any consignee, elevator, warehouse or place to whom or to which it may be consigned or directed: PROVIDED such person, warehouse or place can be reached by any track owned, leased or used, or which can be used by such corporation; and every such corporation shall permit connections to be made and maintained with its track to and from any public warehouse where grain is or may be stored.

Any consignee or person entitled to receive the delivery of grain transported in bulk by any railroad shall have twenty-four hours, free of expense, after actual notice of arrival by the corporation to the consignee, in which to remove the same from the cars of such railroad corporation if he shall desire to receive it from the cars on the track; which twenty-four hours shall be held to embrace such time as the car containing such property is placed and kept by such corporation in a convenient and proper place for unloading, and it shall not be held to have been placed in a proper place for unloading unless it can be reached by the consignee, or person entitled to receive it, with teams or other suitable means for removing the property from the car and reasonably convenient to the depot of such railroad corporation at which it is accustomed to receive and unload merchandise consigned to that station or place.

Every railroad corporation organized or doing business under the laws of this State, or authority thereof, shall receive and deliver all grain consigned to its care for transportation at the crossings and junctions of all other railroads, canals and navigable rivers.

Weighing in—Receipt. And at the time such grain is received by it for transportation, such corporation shall carefully and correctly weigh the same and issue to the shipper thereof a receipt or bill of lading, for such grain, in which shall be stated the true and correct weight.

Weighing out—Shrinkage. And such corporation shall weigh out and deliver to such shipper, his consignee or other person entitled to receive the same, at the place of delivery, the full amount of such grain without any deduction of leakage, shrinkage or other loss in the quantity of the same.

Damages. In default of such delivery, the corporation so failing to deliver the full amount of such grain shall pay to the persons entitled thereto the full market value of any such grain not delivered at the time and place when and where the same should have been delivered.

Evidence—Shortage. If any such corporation shall, upon the receipt by it of any grain for transportation, neglect or refuse to weigh and receipt for the same, as aforesaid, the sworn statement of the shipper or his agent having personal knowledge of the amount of grain so shipped, shall be taken as true, as to the amount so shipped; and in case of neglect or refusal of any such corporation, upon the delivery by them of any grain, to weigh the same, as aforesaid, the sworn statement of the person to whom the same was delivered, or his agent having personal knowledge of the weight thereof, shall be taken as true, as to the amount delivered. And if, by such statements, it shall appear that such corporation has failed to deliver the amount so shown to be shipped, such corporation shall be liable for the shortage, and shall pay to the person entitled thereto the full market value of such shortage at the time and place when and where the same should have been delivered.

TABLE OF WEIGHTS.

The weights given in the table below may be used when it is not practicable to weigh the articles enumerated.

PER BUSHEL.		PER BUSHEL— <i>Concluded.</i>	
Apples, dried.....	24 lbs. per bu.	Ship stuff.....	35 lbs. per bu.
Apples, green.....	56 "	Turnips.....	55 "
Barley.....	48 "	Wheat.....	60 "
Beans, white.....	60 "		
Beans, castor.....	46 "		
Bran.....	20 "		
Buckwheat.....	52 "		
Charcoal.....	22 "		
Clover seed.....	60 "		
Coal.....	80 "		
Coke.....	40 "		
Corn, shelled.....	58 "		
Corn, in ear.....	70 "		
Corn meal.....	48 "		
Flax seed.....	56 "		
Grass seed, blue.....	14 "		
Grass seed, clover.....	60 "		
Grass seed, Hungarian.....	45 "		
Grass seed, millet.....	45 "		
Grass seed, orchard.....	14 "		
Grass seed, red top.....	14 "		
Grass seed, timothy.....	45 "		
Hemp seed.....	44 "		
Lime.....	80 "		
Malt, barley.....	38 "		
Malt, rye.....	35 "		
Oats.....	32 "		
Onions.....	57 "		
Peaches, dried.....	33 "		
Peas.....	60 "		
Plastering hair.....	8 "		
Potatoes, Irish.....	60 "		
Potatoes, sweet.....	50 "		
Rye.....	56 "		
		PER BARREL.	
		Alcohol.....	390 lbs. per bbl.
		Ale, beer and porter.....	365 "
		Ale, beer and porter.....	110 lbs. per $\frac{1}{4}$ bbl.
		Ale, beer and porter.....	95 lbs. per $\frac{1}{4}$ bbl.
		Ale, beer and porter.....	53 lbs. per $\frac{1}{4}$ bbl.
		Apples, green.....	160 lbs. per bbl.
		Beet.....	330 "
		Cider.....	400 "
		Corn meal.....	216 "
		Eggs.....	200 "
		Fish.....	300 "
		Fish.....	160 lbs. per $\frac{1}{4}$ bbl.
		Fish.....	80 lbs. per $\frac{1}{4}$ bbl.
		Fish.....	40 lbs. per kit.
		Flour.....	196 lbs. per bbl.
		Highwines.....	390 "
		Liquors, not otherwise specified.....	400 "
		Molasses.....	575 "
		Oil.....	360 "
		Pork.....	330 "
		Resin.....	300 "
		Salt, fine.....	310 "
		Spirits turpentine.....	360 "
		Vinegar.....	400 "
		Water lime.....	300 "
		Whisky.....	390 "

ESTIMATED WEIGHTS OF LUMBER AND OTHER ARTICLES.

	Wgt. Lbs.	Amt. for car load. Feet.		Wgt. Lbs.	Amt. for car load. Feet.
LIGHT LUMBER.			BARK.		
Pine, poplar, basswood, butternut, spruce and hemlock, thoroughly seasoned, per 1,000 feet.....	2,500	10,000	Oak (green), per cord.....	3,500	7 cords
Black, walnut, ash, maple and cherry, seasoned, per 1,000 ft. . .	4,000	6,000	Oak (dry), per cord.....	2,500	9 cords
Gum and cottonwood, seasoned, per 1,000 ft.....	3,000	8,000			
MEDIUM LUMBER.			SHINGLES.		
Pine, whitewood, basswood, butternut, hemlock (green) spruce (green), per 1,000 ft....	4,000	6,000	Dry, per 1,000.....	275	90,000
Black walnut, maple (green), cherry (green), oak (seasoned), hickory (seasoned), elm (seasoned), cottonwood (green), per 1,000 ft.....	4,500	6,000	Green, per 1,000.....	350	70,000
HEAVY LUMBER.			LATH.		
Oak (green), hickory (green), elm (green), per 1,000 ft.....	5,000	6,000	Per 1,000.....	500	50,000
Oak (part seasoned), hickory (part seasoned), elm (part seasoned), per 1,000 ft.....	4,500	6,000			
HOOP POLES.			BRICK.		
Green, 28 foot car.....	Load 4 ft. high		Common, per car load, each..	4	6,000
Seasoned, 28 foot car.....	Load 5 ft. high		Fire, per car load, each.....	6	4,000
STAVES AND HEADING.			LIME, COAL AND WOOD.		
Green, 28 foot car.....	Load 4 ft. high		Lime and coal, per bu.....	80	300 bu.
Seasoned, 28 foot car.....	Load 5 ft. high		Coke, per bu.....	40	600 bu.
			Wood (soft, green), per cord..	3,500	7½ cds.
			Wood (soft, dry), per cord.....	3,000	8 cds.
			Wood (hard, green), per cord..	4,500	6 cds.
			Wood (hard, dry), per cord....	3,500	7½ cds.
			SAND, STONE, ETC.		
			Sand, per cubic yard.....	3,000	8 yds.
			Gravel, per cubic yard.....	3,200	8 yds.
			Stone, undressed, per cubic yards	4,000	6 yds.
			Marble, per cubic foot.....	165	140 ft.
			Slate, per cubic foot.....	165	140 ft.
			Ice, per cubic foot.....	62½	400 ft.

PASSENGERS.

The passenger rate on each of said roads shall not be to exceed 3 cents per mile for the transportation of any person, with ordinary baggage not exceeding 150 pounds in weight.

Provided, said railroad corporation shall not charge, collect or receive more than one-half the above rate for transportation of children between the ages of 5 and 12 years.

No road will be required to carry a passenger for less than 5 cents, and the fare shall be 3 cents per mile for any distance of 2 or more miles.

In computing fares, the distance shall be multiplied by the rate, and when the fraction of 1 cent is one-half or over, it shall be reckoned as 1 cent, and for a fraction of less than one-half cent the same shall not be computed.

The Revised Classification of Freight adopted by the Railroad and Warehouse Commission, published herewith, and forming a part of each of the schedules prepared for railroads owned, operated or doing business in the State of Illinois, is hereby made a part of this schedule.

RAILROAD AND WAREHOUSE COMMISSIONERS' SCHEDULE OF MAXIMUM FREIGHT RATES FOR ALL RAILROADS INCLUDED IN CLASS "A."

MERCHANDISE IN CENTS PER 100 LBS.					CAR LOADS IN CENTS PER 100 LBS.					DISTANCE—IN MILES.	CAR LOADS OF 24,000 LBS. OR OVER.				CAR LOADS.
First class.	Second class.	Third class.	Fourth class.	Fifth class.	Sixth class.	Seventh class.	Eighth class.	Ninth class.	Tenth class.		IN CENTS PER 100 LBS.			Salt in cents per barrel.	
											Wheat	All grain except wheat.	Lumber.		
7.5	6.	5.3	4.5	3.6	2.5	2.3	2.2	1.9	1.8	2 Miles and under.	2.6	2.2	2.4	6.8	.23
8.	7.5	6.8	5.3	4.2	3.2	2.9	2.8	2.4	2.2	4 Miles and over 2	3.3	2.8	2.8	8.5	.27
10.5	9.	7.5	6.	4.8	4.2	3.9	3.7	3.2	2.9	6. do	4	3.6	3.3	11.3	.32
12.	10.5	9.	6.8	5.4	5.1	4.8	4.2	3.7	3.4	10. do	6	4.	3.6	13.	.40
13.5	12.	10.5	7.5	6.	5.9	5.6	4.7	4.	3.5	15. do	10	4.4	3.9	4.	.45
15.	13.5	11.3	8.3	6.6	6.3	6.	5.1	4.2	3.8	20. do	15	4.6	4.2	4.3	.50
16.5	15.	12.	9.	7.2	6.8	6.5	5.6	4.4	4.	25. do	20	4.9	4.4	4.6	.54
18.1	15.8	12.8	9.6	7.7	7.2	6.9	6.	4.7	4.2	30. do	25	5.1	4.6	4.9	.58
19.6	16.5	13.5	10.2	8.1	7.6	7.1	6.3	4.8	4.4	35. do	30	5.4	4.8	5.	.63
21.1	17.3	14.3	10.5	8.4	8.	7.8	6.5	5.	4.5	40. do	35	5.6	5.	5.2	.68
22.6	18.1	15.	10.9	8.7	8.5	8.2	6.7	5.2	4.7	45. do	40	5.8	5.3	5.5	.72
23.3	18.8	15.8	11.3	9.	8.7	8.6	6.9	5.4	4.9	50. do	45	6.1	5.5	5.7	.76
24.1	19.6	16.5	11.7	9.3	9.2	8.9	7.1	5.6	5.	55. do	50	6.3	5.7	5.8	.78
24.8	20.3	17.3	12.	9.6	9.5	9.1	7.3	5.8	5.2	60. do	55	6.6	5.9	6.1	.80
25.6	21.1	18.	12.4	9.9	9.7	9.3	7.5	6.	5.4	65. do	60	6.8	6.1	6.4	.82
26.3	21.8	18.4	12.8	10.2	9.9	9.5	7.7	6.1	5.5	70. do	65	7.1	6.3	6.7	.84
27.1	22.6	18.8	13.2	10.5	10.2	9.7	7.9	6.3	5.6	75. do	70	7.3	6.6	6.9	.85
27.8	23.3	19.	13.5	10.8	10.7	10.3	8.	6.4	5.8	80. do	75	7.4	6.8	7.1	.86
28.6	23.7	19.2	13.9	11.1	11.	10.5	8.2	6.5	5.9	85. do	80	7.6	6.9	7.3	.87
29.3	24.1	19.5	14.3	11.4	11.2	10.7	8.4	6.7	6.	90. do	85	7.7	7.1	7.5	.88
30.	24.4	19.7	14.7	11.7	11.5	10.8	8.6	6.9	6.2	95. do	90	7.9	7.2	7.7	.89
30.8	24.8	19.9	15.	12.	11.7	11.	8.8	7.	6.3	100. do	95	8.	7.3	7.8	.90
31.6	25.2	20.2	15.3	12.3	11.9	11.2	9.	7.1	6.4	105. do	100	8.1	7.4	7.9	.91
32.3	25.6	20.4	15.6	12.5	12.2	11.4	9.2	7.3	6.6	110. do	105	8.3	7.5	8.1	.92
33.1	25.9	20.6	15.9	12.8	12.4	11.6	9.4	7.5	6.7	115. do	110	8.4	7.6	8.2	.93

33.8	26.3	20.8	16.2	13.	12.6	11.7	9.5	7.6	6.8	120. do.	115	8.5	7.7	8.3	24.3	94
34.2	26.7	21.1	16.5	13.2	12.7	11.9	9.7	7.8	7.	125. do.	120	8.6	7.8	8.4	24.6	95
34.6	27.1	21.3	16.8	13.5	12.9	12.1	9.9	7.9	7.1	130. do.	125	8.7	7.9	8.5	24.9	96
35.	27.5	21.5	17.1	13.7	13.1	12.3	10.1	8.	7.2	135. do.	130	8.9	8.	8.7	25.3	97
35.3	27.8	21.7	17.4	14.	13.3	12.4	10.3	8.2	7.4	140. do.	135	9.	8.2	8.8	25.6	98
35.7	28.2	22.	17.7	14.2	13.4	12.5	10.4	8.3	7.5	145. do.	140	9.1	8.3	8.9	25.9	99
36.1	28.6	22.2	18.1	14.4	13.6	12.6	10.6	8.5	7.7	150. do.	145	9.2	8.4	9.	26.2	100
36.5	28.9	22.4	18.2	14.6	13.8	12.8	10.7	8.5	7.7	155. do.	150	9.3	8.5	9.1	26.6	101
36.9	29.2	22.6	18.3	14.7	14.	12.9	10.9	8.6	7.8	160. do.	155	9.5	8.6	9.2	26.9	102
37.1	29.5	22.9	18.5	14.8	14.2	13.	11.	8.7	7.9	165. do.	160	9.6	8.7	9.3	27.2	103
37.5	29.8	23.1	18.7	14.9	14.3	13.1	11.1	8.8	8.1	170. do.	165	9.7	8.8	9.4	27.5	104
37.7	30.1	23.3	18.8	15.	14.5	13.2	11.2	8.9	8.1	175. do.	170	9.8	8.9	9.5	27.9	105
38.	30.4	23.5	18.9	15.2	14.6	13.3	11.4	9.	8.2	180. do.	175	9.9	9.	9.6	28.	106
38.4	30.7	23.8	19.1	15.3	14.7	13.4	11.5	9.1	8.3	185. do.	180	10	9.1	9.7	28.4	107
38.7	31.	24.	19.2	15.4	14.9	13.5	11.7	9.2	8.4	190. do.	185	10.2	9.3	9.8	28.7	108
38.9	31.3	24.1	19.4	15.5	15.	13.6	11.8	9.3	8.5	195. do.	190	10.3	9.4	9.9	28.9	109
39.1	31.6	24.4	19.6	15.6	15.2	13.7	12.	9.4	8.6	200. do.	195	10.4	9.5	10.	29.	110
39.6	32.	24.8	19.9	15.9	15.4	13.9	12.2	9.5	8.7	210. do.	200	10.6	9.6	10.1	29.5	111
40.2	32.5	25.2	20.2	16.1	15.5	14.1	12.4	9.7	8.8	220. do.	210	10.7	9.8	10.2	29.8	112
40.7	32.9	25.6	20.5	16.4	15.7	14.2	12.6	9.9	8.9	230. do.	220	10.9	9.9	10.4	30.1	113
41.2	33.4	25.9	20.8	16.6	15.9	14.4	12.7	10.1	9.1	240. do.	230	11.1	10.1	10.5	30.5	115
41.7	33.8	26.3	21.1	16.8	16.1	14.6	12.9	10.3	9.3	250. do.	240	11.2	10.2	10.7	30.8	117
42.3	34.3	26.7	21.4	17.1	16.3	14.8	13.1	10.4	9.4	260. do.	250	11.4	10.3	10.8	31.1	119
42.8	34.7	27.1	21.7	17.3	16.4	15.	13.3	10.6	9.5	270. do.	260	11.5	10.5	11.	31.4	121
43.3	35.2	27.5	22.	17.6	16.6	15.1	13.5	10.7	9.6	280. do.	270	11.7	10.6	11.2	31.7	122
43.8	35.6	27.8	22.3	17.8	16.8	15.3	13.7	10.9	9.8	290. do.	280	11.9	10.8	11.3	32.	124
44.4	36.1	28.2	22.6	18.1	17.	15.5	13.9	11.	9.9	300. do.	290	12.1	10.9	11.4	32.4	126
45.1	36.9	29.	23.	18.4	17.4	16.	14.1	11.2	10.1	320. do.	300	12.3	11.1	11.5	33.	129
45.9	37.6	29.7	23.5	18.8	17.9	16.4	14.4	11.6	10.4	340. do.	320	12.5	11.4	11.7	33.4	131
46.6	38.4	30.5	23.9	19.1	18.3	16.9	14.7	11.9	10.7	360. do.	340	12.7	11.6	11.8	33.8	134
47.4	39.1	31.2	24.4	19.5	18.8	17.3	15.	12.2	11.	380. do.	360	13.	11.8	12.	34.3	137
48.1	39.9	31.6	24.8	19.9	19.1	17.6	15.3	12.5	11.3	400. do.	380	13.2	12.	12.1	35.	139
48.5	40.2	32.	25.1	20.	19.4	17.8	15.7	12.8	11.5	420. do.	400	13.4	12.2	12.3	35.1	142
48.9	40.5	32.3	25.4	20.3	19.7	18.	15.9	13.1	11.8	440. do.	420	13.6	12.3	12.5	35.5	145
49.3	40.8	32.7	25.7	20.5	20.	18.2	16.2	13.4	12.1	460. do.	440	13.7	12.5	12.6	35.8	148
49.6	41.1	33.1	26.	20.8	20.3	18.5	16.6	13.8	12.4	480. do.	460	13.8	12.6	12.8	36.1	150
50.	41.4	33.5	26.3	21.1	20.5	18.8	16.9	14.1	12.6	500. do.	480	14.	12.8	13.	36.4	153

All railroads of Class "B" may add 10 per cent to the rates shown for the Classes One to Five inclusive, and 5 per cent to the rates for the Classes Six to Ten inclusive, and commodities.

LIVE STOCK.

FOR ROADS OF CLASS "A"—CAR LOADS IN CENTS PER 100 LBS.

DISTANCES.		Horses and mules.	Cattle.	Hogs.	Sheep.
5 miles and under		5.5	5.	5.	6.
10 miles and over	5	6.	5.5	5.6	6.6
15 .do	10	6.6	6.	6.3	7.2
20 .do	15	6.8	6.2	6.8	7.6
25 .do	20	7.1	6.5	7.2	8.4
30 .do	25	7.4	6.7	7.7	9.
35 .do	30	7.7	7.	8.1	9.4
40 .do	35	7.9	7.2	8.4	9.8
45 .do	40	8.2	7.5	8.6	10.2
50 .do	45	8.5	7.7	9.	10.6
55 .do	50	8.7	7.9	9.4	11.
60 .do	55	8.9	8.1	9.6	11.5
65 .do	60	9.1	8.3	10.	12.
70 .do	65	9.4	8.5	10.3	12.4
75 .do	70	9.6	8.7	10.6	12.7
80 .do	75	9.7	8.9	10.9	13.
85 .do	80	9.9	9.	11.	13.3
90 .do	85	10.1	9.2	11.2	13.6
95 .do	90	10.2	9.3	11.4	14.
100 .do	95	10.4	9.5	11.7	14.4
105 .do	100	10.5	9.6	11.9	14.8
110 .do	105	10.7	9.7	12.1	15.2
115 .do	110	10.8	9.8	12.2	15.5
120 .do	115	11.	10.	12.3	15.9
125 .do	120	11.1	10.1	12.4	16.3
130 .do	125	11.3	10.2	12.6	16.5
135 .do	130	11.4	10.4	12.8	16.7
140 .do	135	11.5	10.5	12.9	16.9
145 .do	140	11.7	10.6	13.	17.
150 .do	145	11.8	10.8	13.2	17.1
155 .do	150	12.	10.9	13.4	17.2
160 .do	155	12.1	11.	13.5	17.3
165 .do	160	12.3	11.1	13.7	17.4
170 .do	165	12.4	11.3	13.8	17.5
175 .do	170	12.6	11.4	14.	17.6
180 .do	175	12.7	11.5	14.1	17.7
185 .do	180	12.8	11.7	14.3	17.8
190 .do	185	13.	11.8	14.5	17.9
195 .do	190	13.1	11.9	14.7	18.
200 .do	195	13.3	12.1	14.8	18.3
210 .do	200	13.6	12.3	14.9	18.5
220 .do	210	13.8	12.6	15.1	18.7
230 .do	220	14.1	12.8	15.2	18.9
240 .do	230	14.4	13.1	15.4	19.1
250 .do	240	14.7	13.4	15.5	19.2
260 .do	250	15.	13.6	15.7	19.4
270 .do	260	15.3	13.9	15.8	19.6
280 .do	270	15.6	14.1	15.9	19.7
290 .do	280	15.8	14.4	16.1	19.9
300 .do	290	16.1	14.7	16.2	20.
320 .do	300	16.5	15.	16.6	20.4
340 .do	320	16.9	15.4	16.9	20.8
360 .do	340	17.3	15.7	17.3	21.2
380 .do	360	17.7	16.1	17.6	21.6
400 .do	380	18.1	16.5	18.	22.
420 .do	400	18.5	16.8	18.4	22.4
440 .do	420	18.9	17.2	18.7	22.8
460 .do	440	19.3	17.5	19.1	23.2
480 .do	460	19.7	17.9	19.4	23.6
500 .do	480	20.1	18.3	19.8	24.

All railroads of Class "B" may add 5 per cent to above rates.

Stock cattle and feeders shall take 75 per cent of the rates above for cattle

IN USING THE ABOVE SCHEDULE OF RATES THE FOLLOWING MINIMUM WEIGHTS SHALL APPLY:

CATTLE—

Cars 31 feet and under, inside measurement, 19,000 pounds.

Cars 33 feet 6 inches, and over 31 feet, inside measurement, 20,500 pounds.

Cars over 33 feet 6 inches, inside measurement, 22,000.

HORSES—

The same minimums shall apply to horses as are given for cattle.

HOGS—

Cars 31 feet and under, inside measurement, 14,000 pounds.

Cars 33 feet 6 inches, and over 31 feet, inside measurement, 15,000 pounds.

Cars over 33 feet 6 inches, inside measurement, 16,000 pounds.

SHEEP—

Cars 31 feet and under, inside measurement, 10,000 pounds single deck, double deck 14,000 min.

Cars 33 feet 6 inches and over 31 feet, inside measurement, 11,000 pounds single deck, double deck 15,000 min.

Cars over 33 feet 6 inches, inside measurement, 12,000 pounds single deck, double deck 16,000 min.

Where the shipper, at the time of applying for a car, designates the length of car required for his use, the minimum fixed for the length of car so designated shall apply, even though a larger car be actually furnished.

The shipper of one car of live stock, or his agent, shall be carried free on the train with such animals to take care of the same, and shall be entitled to a return ticket, good on any regular train of the company, for not to exceed one-half fare.

The shipper of two or three cars of live stock, or his agent, shall be carried free on the train with such stock to take care of them, and shall be returned on any regular train, free, by the company.

The shipper of four to seven cars of live stock, inclusive, belonging to one owner, shall be entitled to have two men in charge transported on the train with such stock, and returned on any regular train, free.

The shipper of eight cars or more, belonging to one owner, shall be entitled to transportation for three men in charge of said stock, to be returned, free, on any regular train.

[1]

CLASSIFICATION.

EXPLANATION OF CHARACTERS—The Class is given opposite each article. 1, 2, 3, 4, 5, 6, 7, 8, 9 and 10 stand for First, Second, Third, Fourth, Fifth, Sixth, Seventh, Eighth, Ninth and Tenth Classes, respectively. 1½ for One and a Half First Class. D 1 for Double First Class. 2½ for Twice and a Half First Class. 3 t 1 for Three Times First Class. 4 t 1 for Four Times First Class, being the progression of classes above First Class.) S. U. for Set Up. K. D. for Knocked Down. C. L. for Car Load. L. C. L. for Less than Car Load. P. P. for Prepaid. N. O. S. for Not Otherwise Specified. O. R. for Owner's Risk.

Articles not Enumerated will be Classed with Analogous Articles.

A	L.C.L.	C. L.	A	L.C.L.	C. L.
1 Acid, acetic, liquid, in bbls. or iron drums.....	3	5	half tariff rates when returned by same railroad or railroads as originally forwarded by; when returned by other railroad or railroads than originally forwarded by, full tariff rates will be charged		
2 Acid, carbolic, crude, in bbls. or iron drums.....	4	6	22 Barrel carts; set up, on wheels.....	1½	6 min. wt. 20,000 lbs.
3 Acid, carbonic, liquid, in iron drums or tubes.....	3	6	23 Barrel carts; K. D. flat.....	1	
4 Acid, hydrofluoric, in India rubber bottles, hermetically sealed, packed in cases or bbls.....	1		24 Beet harvesters; set up.....	1	
5 Acid, hydrofluoric, in lead carboys packed in cases or bbls.....	1		25 Beet harvesters; K. D., in bundles.....	2	
6 Acid, lactic, in kegs or bbls.....	3	5	26 Beet harvesters; K. D., boxed or crated.....	3	
7 Acids, dry in boxes.....	2		27 Bulky and light implements, N. O. S.; set up.....	D1	
8 Acids, dry, in kegs, bbls. or casks.....	3	4	28 Bulky and light implements, N. O. S.; K. D., flat, in bbls.....	1	
9 Acids, in carboys, N. O. S.....	1	6	29† Clover hullers, combined corn huskers and ensilage cutters, corn crushers, corn huskers, power corn shellers, separators or threshers:		
10 Acids, in iron drums, N. O. S.....	4	6	One set up (with or without horse power), requiring open car, minimum weight, 5,000 lbs.....	1	
11 Acids, in lead carboys.....	1	6	One (with steam power), C. L. rate.		
12 Acids in tank cars to be furnished by shippers, minimum weight, 24,000 lbs.; empty tanks returned free.....		6	Two (with or without horse power), C. L. rate.		
13 Acids, liquid, in glass, boxed.....	1	6	Two, K. D., in small parts, in packages, loaded in box car, actual weight.	1	
14 Acorns.....	2	4	30 Corn huskers, combined corn huskers, ensilage and feed cutters and corn shellers, sufficiently K. D. to be loaded in box cars, but carried mounted on wheels for convenience of carriers.....	3	
15 Adamant wall plaster stock (liquid glue).....	4	5			
16 Advertising matter, boxed or in bundles, P. P.....	1	3			
17 Adzes, without handles, boxed.....	3				
18 Agate, in the rough.....	1	4			
19 Agalite.....	4	7			
20‡ Agricultural implements, not including hand implements, O. R. B. and C., or released.					
21 Agricultural implements, also parts of agricultural implements, and wind mills, returned to manufacturers for repairs, at O. R. B. and C., or released, will be charged					

† See Rule 22.

‡ May be loaded with gas engines in mixed C. L. at Class 6, min. wt. 24,000 lbs. Tank wagons and tenders may be loaded on open cars with threshers or separators and powers for same at Class 6 rates.

Classification—Continued.

A	L.C.L.	C. L.	A	L.C.L.	C. L.
‡AGRICULTURAL IMPLEMENTS—Continued.			‡AGRICULTURAL IMPLEMENTS—Continued.		
1 Corn harvesters.....	1		sickles detached from platforms or points of sections protected by wooden strips and knives immovably fastened to prevent slipping.....	3	
2 Combined corn harvester and shocker, S. U.....	1		28 Hay carriers and hay carrier returners.....	2	
3 Combined corn harvester and shocker, K. D. flat....	3		29 Hay carrier track, in bdl's ..	3	
4 Corn planters, S. U.....	Di		30 Hay forks (horse).....	2	
5 Corn planters, K. D., flat, in bdl's	3		31 Hay or straw stackers or rickers, hay loaders and sweep rakes, K. D. flat, tied in bundles, wheels racked, actual weight	3	
6 Corn shellers, hand; S. U.	1		N. O. S.....	1	
7 Corn shellers, K. D. (tables, wheels and cranks removed)	3		32 Hay pulleys, in boxes or barrels	3	
8 Cotton picking machines, wheels on or off, other detachable parts removed ..	1		33 Hay racks, in bundles.....	2	
9 Cotton planters, S. U.....	Di		34 Hay slings, in bundles.....	2	
10 Cotton planters, K. D. flat, in bdl's	2		35 Hay tedders, K. D. flat and tied in bundles	1	
11 Cultivators (iron or wood), S. U.....	Di		36 Hay tedders, N. O. S.....	Di	
12 Cultivators (iron or wood), K. D. flat or in bundles ..	3		37 Hoes, rotary (horse-power), S. U.....	1½	
13 Drills, corn and grain (one-horse) S. U.....	1		38 Hoes, rotary (horse-power), poles, seats and rotaries removed	2	
14 Drills, corn and grain (one-horse) K. D., in bundles ..	3		39 Horse powers, tread and sweep, S. U.....	1	
15 Drills, corn and grain (one-horse) K. D., boxed or crated	3		40 Horse powers, tread and sweep, K. D., gear wheels on or off	3	
16 Drills, field roller	3		41 Horse rakes, iron, N. O. S., or wood	1	
17 Drills, seed (seeders) N. O. S., including two-horse grain drills, and broadcast sowers (sowing attachment for farm wagon), S. U.....	Di		42 Horse rakes, sulky, S. U.....	Di	
K. D., small parts in packages	3		43 Horse rakes, sulky, K. D., (wheels, shafts, tongues, frames, seats and cleaners detached)	3	
18 Grain heading machines, K. D., in pieces, small parts in packages	3		44 Manure and fertilizer spreaders, S. U.....	1	
19 Harrows, Coulter, packed flat	3		45 Manure and fertilizer spreaders, K. D.....	3	
20 Harrows, disc, and combined disc harrows and seeders, S. U.....	1½		46 Mowers, lawn, handles crated, other parts boxed.	2	
21 Harrows, in sections, levers, iron and seats removed and tied in bundles	3		47 Mowers, lawn, N. O. S., S. U.....	1	
22 Harrows, N. O. S., S. U., with teeth	1½		48 Mowers, lawn, wheels on or off, other detachable parts removed	2	
23 Harrows, K. D. and tied in bundles, teeth removed..	3		49 Mower knife grinders and disc sharpeners, boxed or crated, S. U.....	1	
24 Harrows, folded, rolled or flat, teeth in, but sharp points not exposed	3		50 Mower knife grinders and disc sharpeners, boxed or crated, K. D.....	2	
25 Harrow frames, without teeth, K. D., in bundles ..	3		51 Pea hullers, S. U., minimum weight, 5,000 lbs. each	1	
26 Harvesting machines (self-binding harvesters), S. U.	1		52 Pea hullers, taken apart and loaded in box cars, actual weight	1	
27 Harvesting machines (self-binding harvesters), K. D., small parts in packages ..					

6 minimum weight, 20,000 lbs.

6 minimum weight, 20,000 lbs.

‡See Rule 22.

[3]

Classification—Continued.

A	L. C. L.	C. L.	A	L. C. L.	C. L.
‡AGRICULTURAL IMPLEMENTS—Continued.			‡AGRICULTURAL IMPLEMENTS—Continued.		
1 Plows, gang, sulky, rotary and walking, wheeled, S. U.	D1		26 Tobacco transplanters, S. U.	D1	
2† Plows, gang, sulky, rotary and walking, wheeled, K. D. flat and tied in bundles	3		27 Tobacco transplanters, K. D. flat and tied in bundles...	1	
3† Plows, gang, sulky, rotary and walking wheeled, K. D. crated coulter blades attached, other requirements as shown in note below.	3		28 Tree diggers, S. U.	D1	
4 Plows, listing, riding, S. U.	D1		29 Tree diggers, K. D., in bds	1	
5 Plows, listing, riding, K. D. flat, and tied in bundles..	3		30 Twine, binding, for harvesters, in bales.	3	
6 Plows, listing, walking, S. U.	1		31 Wagons, tank (for farm engines) taken apart, loaded in box cars, estimated wt. 2000 each.	1	
7 Plows, listing, walking, K. D., in bundles.	3		32 Wire binding, for harvesters	4	
8 Plows, listing, walking, K. D., boxed or crated.	3		33 Agricultural Implements, parts of, O. R. B., C., and rust or rel.		
9 Plows, walking, N. O. S., S. U.	1		34 All parts N. O. S.	1	
10 Plows, walking, N. O. S., K. D. in bundles.	3		35 Band cutter and self feeder	1	
11 Plows, walking, N. O. S., K. D., boxed or crated.	3		36 Binder trucks.	3	
12 Potato diggers, wheeled, S. U.	D1		37 Binding attachment for harvesting machines, boxed or crated.	3	
13 Potato diggers, wheeled, K. D. wheels on or off, other detachable parts removed and in packages.	3		38 Bundle carriers, in bundles	3	
14 Potato planters, taken apart wheels on or off, small parts tied in bundles.	1		39 Check rowers.	2	
15 Presses, hay, wheels on or off, other detachable parts removed, small parts in packages.	3		40 Check rower wire, in bundles or on reels.	3	
16 Presses, hay, with or without power, loaded on open car, min. wt. 5000 lbs each	1		41 Draper sticks or apron slats, and reel sticks, (for reapers and harvesting machines) in bags.	2	
17 Rakes, stalk, K. D. in bds.	3		42 Draper sticks or apron slats, and reel sticks (for reapers and harvesting machines) in bundles.	3	
18 Reapers and mowers, S. U.	1		43 Draper sticks or apron slats, and reels ticks (for reapers and harvesting machines) in boxes.	4	
19 Reapers and mower, wheels on or off, other detachable parts removed.	3		44 Iron, master or bull wheels, N. O. S.	2	
20 Sage brush grubbers, S. U. with teeth.	1½		45 Iron castings (cast iron parts of agricultural implem'ts N. O. S.,) each weighing 100 lbs. or over.	4	
21 Sage brush grubbers, K. D. and tied in bundles, teeth removed.	2		46 Iron castings (cast iron parts of agricultural implem'ts N. O. S.,) in boxes or bbls.	4	
22 Sage brush grubbers, folded rolled or flat, teeth in, but sharp points not exposed	2		47 Iron castings (cast iron parts of agricultural implem'ts N. O. S.,) loose.	1	
23 Stalk cutters, roller, S. U.	D1		48 Iron seats (or agricultural implements), nested.	2	
24 Stalk cutters, roller, K. D., in pieces, small parts in packages.	3		49 Knives, mower or reaper in bundles or encased in brds	1	
25 Stump pullers.	3		50 Knives, mowers or reapers, in boxes.	2	
		6	51 Steel cutter bars and section grinders, in bundles.	1	
			52 Sweep bars or levers.	2	

†See Rule 22.

‡Shipments of gang and sulky plows, to be entitled to K. D. rating, should have poles detached; whiffle-trees and eveners detached and tied in bundles; levers detached and tied in bundles or laid down flat and tied to beams; and seats, wheels and coulter blades detached.

[4]

Classification—Continued.

A	L. C. L.	C. L.	A	L. C. L.	C. L.
AGRICULTURAL IMPLEMENTS, PARTS OF— <i>Continued.</i>			AGRICULTURAL IMPLEMENTS, PARTS OF— <i>Continued.</i>		
1 Threshing machine teeth, in boxes, barrels or kegs.	4		23 Springs (for agricultural implements) in boxes or bbls	3	.....
2 Adjustable grass catchers, O. R. B. and wet, or released, in bundles, boxes or casks.	1	3	24 Steel plates or shapes (for plowshares, mould-bo' rds and cultivator shovels), sheared to shape, not further finished.	4	15
3 Coulter plates, rolling coulters, and harrow plates and discs, in bundles.	3	15	25 Teeth, cultivator, drag or harrow, in bbls. or boxes	4	15
4 Coulter plates, rolling coulters, and harrow plates and discs, in boxes or casks.	4	15	26 Teeth, cultivator, drag or harrow, in bundles.	3	15
5 Doubletrees, equalizers, neck-yokes, singletrees and whiffletrees, finished	2	16	27 Thresher screens (made of pressed sheet metal) boxed or crated.	4	5
6 Doubletrees, equalizers, neck-yokes, singletrees, and whiffletrees, in the white (not further finished than dipped, primed or shellacked), ironed.	3	16	28 Wheels, agricultural implements, N. O. S.	3	15
7 Plow points and plow h'dles	.....	16	29 Agricultural implements, Hand, O. R. B., C., and rust, or released		
8 Grain baggers used in connection with separators, for bagging grain.	2	5	30 Corn planters (hand), in bundles, boxes or crates.	1	3
9 Plow beams (iron or steel).	4	15	31 Cultivators, boxed or crated	1	3
10 Plow beams (wooden) N. O. S., in bundles.	2	17	32 Corn hooks and knives, in bundles.	1	3
11 Plow beams (wooden) N. O. S., in boxes or crates.	3	17	33 Corn hooks and knives, in boxes.	2	3
12 Plow handles, in bundles, boxes or crates.	3	17	34 Forks, in bundles, boxes or crates, Barley (wood or iron).	2	3
13 Plow handles, rough, in bundles or crates.	4	17	35 Forks, hay and manure, in bundles, boxes or crates.	2	3
14 Plow points, bottoms, shares, lays, and wings or mould-boards (iron or steel), in boxes, crates or casks.	4	15	36 Grain scoops, in bundles, boxes or crates.	2	3
15 Plow points, bottoms, shares, lays, and wings or mould-boards (iron or steel) N. O. S.	3	15	37 Hay knives, in bundles.	1	3
16 Plow shares and mould-boards, raked.	4	15	38 Hay knives, in boxes.	2	3
17 Poles, finished.	1	.....	39 Hoe heads, in packages.	3	3
18 Poles, in the white (not further finished than primed or shellacked), ironed.	3	.....	40 Hoes, wheel, boxed or crat'd	1	3
19 Press drill shoes (attachments for seeding machines), in bundles.	3	15	41 Hoes, N. O. S., including rotary hoes, in bundles, boxes and crates.	2	3
20 Press drill shoes (attachment for seeding machines) in boxes or casks.	4	15	42 Hooks, bush or axes.	2	5
21 Rake teeth (iron, steel or wood), in bundles.	3	14	43 Potato hooks, in bundles.	2	3
22 Reaper and mower knife sections, boxed.	2	15	44 Potato planters, handles taken off, in bundles, boxes or crates.	2	3
			45 Rakes, in bundles, boxes or crates, wooden.	1	3
			46 Rakes, in bundles, boxes or crates, iron.	2	3
			47 Reaping sickles, in bundles	1	3
			48 Reaping sickles in boxes.	2	3
			49 Scythes, in bundles.	1	3
			50 Scythes, boxed.	2	3
			51 Scythe rifles.	2	
			52 Scythe snaths, in bundles, boxes or crates.	1	3

†C. L. min. wt. 20,000 lbs.

Classification—Continued.

B	L. C. L.	C. L.	B	L. C. L.	L. C.
1 BARRELS, EMPTY — Continued.			BARRELS, EMPTY — Continued.		
sixth-barrels or eighth-barrels, new, actual weight..	3		33 Empty barrels or kegs, old not including apple, flour or sugar barrels or empty beer packages, actual wt.	4	9
2 Ale or beer hogsheads, barrels, half-barrels, quarter-barrels, sixth-barrels or eighth-barrels, new, minimum weight 12,000 lbs. (Rule 7 not to apply)		†6	34 Empty beer packages, old, at estimated weights, as follows: Hogsheads, 180 lbs. each; barrels, 100 lbs. each; half-barrels, 55 lbs. each; quarter-barrels, 30 lbs. each; eighth-barrels 20 lbs. each; (see note)	4	
3 Apple barrels, new or old, 30 lbs. each	1		35 Barrels, casks and tierces, empty, all kinds, new or old, min. weight 12,000 lbs. (Rule 7 not to apply)		†6
4 Apple half-barrels, new or old, 20 lbs. each	1		36 Wooden packing drums, nested, subject to minimum weights on paper barrels, half-barrels and kegs, unless actual weight is greater, when actual weight shall be charged (C. L., min. wt. 12,000 lbs)	1	†5
5 Beef, liquor, oil, pork, vinegar, cider, molasses, syrup and other tight barrels, new, 75 lbs. each	2		37 Wood pulp drums, 75 lbs. each	1	†5
6 Beef, liquor, oil, pork, vinegar, cider, molasses, syrup and other tight half-barrels, new, 50 lbs. each	2		38 Wood pulp barrels, 30 lbs. each		
7 Casks, N. O. S., actual weight	1		39 Wood pulp half-barrels, 20 lbs. each		
8 Casks requiring flat or gondola car, minimum weight 4,000 lbs. each	1		40 Wood pulp kegs, 15 lbs. each		
9 Cracker barrels, new or old, 30 lbs. each	1		41 Barrows, baggage, S. U.	1	6
10 Flour barrels, new or old, 30 lbs. each	1		42 Barrows, baggage, K. D.	3	6
11 Flour half-barrels, 20 lbs. each	1		43 Barrows, furnace charging, iron	2	6
12 Hogsheads, crockery empty or with straw, min. C. L. 15,000 lbs.	1	3	44 Barytes	4	8
13 Hogsheads, tobacco, empty C. L., min. wt. 15,000 lbs.	1	3	45 Basins and bowls, wash, iron or steel, porcelain lined, in packages	3	5
14 Kegs, N. O. S., actual wt.	1½		46 Baskets, brass, for passenger cars, in boxes	1	
15 Kegs, N. O. S., in crate or cases, actual weight	1		47 Baskets, wire, nested, in bundles, boxes or crates	1	
16 Kegs, N. O. S.		5	48 Baskets, in bales, crates, cases or hamper	1	
17 Kegs and half-barrels, liquor	4	5	49 Baskets, not nested, in bundles	4†1	
18 Kegs, nail, 10 lbs. each	4		50 Baskets, N. O. S., nested in bundles	1½	
19 Kegs, nail		5	51 Baskets, combination canvas and wood, folded flat in crates	1	
20 Kegs, powder, wooden, 5 lbs. each	1		52 Baskets, fruit or peach, paper (C. L., minimum wt. 12,000 lbs.)	3†1	3
21 Kegs, washer, 10 lbs. each	2		53 Baskets, K. D. flat, in bundles	3	
22 Kegs, white lead	4	5	54 Baskets, galvanized iron or steel, L. C. L., nested in bundles	1	
23 Paper barrels, 30 lbs. each	1		55 Baskets, overhanded, in bundles with ends placed in each other, C. L., minimum weight 12,000 lbs.	3†1	3
24 Paper half-barrels, 20 lbs. each	1				
25 Paper kegs, 15 lbs. each	1				
26 Patent fruit barrels, K. D., in bundles	4	5			
27 Puncheons, N. O. S., actual weight	1				
28 Puncheons, requiring flat or gondola car, minimum weight 4,000 lbs. each	1				
29 Sugar barrels, new or old, 30 lbs. each	1				
30 Tierces, N. O. S., actual wt.	1				
31 Tierces, beef, lard or pork, old actual weight	4				
32 All other barrels, 100 lbs. each	3				

† Aggregate charge not to exceed that which would accrue by charging 8th class rates based on minimum weight of 20,000 lbs.

Classification—Continued.

B	L. C. L.	C. L.	B	L. C. L.	C. L.
1 Baskets, overhanded, covers and handles taken off and packed separately and the baskets nested in bundles (C. L., minimum wt. 20,000 lbs.).....	1½	5	38 Bells, electric.....	2	.....
2 Baskets, stave, splint, rattan, willow, nested, in bundles or crates.....	1	.....	39 Bells, N. O. S.....	2	5
3 Baskets, N. O. S., minimum weight 12,000 lbs. (Rule 7 not to apply).....	.....	3	40 Bells, iron, hammers and clappers detached and tied in bundles or boxed.....	3	5
4 Basket material, N. O. S., (not rattan, reed or willow) in bundles.....	4	.....	41 Belting, canvas, leather or rubber.....	2	6
5 Basket material, N. O. S., (not rattan, reed or willow).....	.....	6	42 Belt fasteners, machinery, iron or steel, in boxes, barrels or casks.....	4	5
6 Bate, tanners', dry, in packages.....	3	5	43 Belt shifters, iron or wood.....	2	3
7 Bats, base ball, in packages.....	3	5	44 Belts, cartridges or cartridge pouches, boxed.....	1	.....
8 Bats, cricket, in packages.....	1	.....	45 Benches, cabinet makers' and carpenters', wooden, K. D. flat, in bundles, crates or boxes.....	3	5
9 Batteries, electric, N. O. S.....	1	4	46 Benches, work, N. O. S., S. U.....	1½	.....
10 Battery element, carbon, in boxes or barrels.....	2	4	47 Benches, work, K. D., flat.....	2	.....
11 Battery jars and zincs, shipped together.....	2	5	48 Berries, dried, N. O. S., in glass, packed.....	1	3
12 Battery cups or cylinders, carbon, in boxes.....	1	3	49 Berries, dried, N. O. S.....	4	5
13 Battery plates, lead, in boxes.....	3	4	50 Berries of all kinds, except cranberries, green, P. P. or guaranteed, minimum weight 20,000 lbs.....	1	5
14 Battery zincs, in boxes or barrels.....	3	5	51 Bicycles and tricycles, crated, O. R. (C. L., minimum wt. 10,000 lbs.).....	D1	1
15 Bayonets, boxed.....	1	.....	52 Bicycles and tricycles, parts of, boxed.....	1	3
16 Beads, glass, in barrels or boxes.....	1	.....	53 Bicycle air pumps, in boxes.....	1	.....
17 Beams, warp, wrapped with warp.....	1	4	54 Bicycle forks, steel, in the rough, in packages.....	3	.....
18 Beams, warp, not wrapped.....	3	5	55 Bicycle stands, S. U.....	1	.....
19 Beans, castor.....	4	5	56 Bicycle stands, K. D.....	2	.....
20 Beans, cocoa.....	2	4	57 Bicycle stands, in packages.....	2	.....
21 Beans, honey.....	2	.....	58 Billiard cues, boxed.....	1	3
22 Beans, tonka.....	1	.....	59 Billiard cue stock or stuff, wooden, in the rough, in crates or boxes.....	3	.....
23 Beans, vanilla.....	D1	.....	60 Billiard and pool tables, boxed.....	1	3
24 Bedding, in boxes, barrels or bundles (this does not include mattresses or household goods) P. P.....	1	.....	61 Billiard tables, not boxed, not taken.....	.....	4
25 Bed rail fastenings and hooks, iron, in packages.....	4	5	62 Billiard table slabs and slates, crated or boxed.....	2	.....
26 Beds, feather, boxed.....	D1	.....	63 Billiard table slabs and slates.....	.....	4
27 Bee comb or bee comb foundation, in boxes.....	2	.....	64 Billiard table slabs and slates, not crated or boxed L. C. L. not taken.....	.....	.....
28 Bee hives, S. U.....	D1	9	65 Billiard table stuff, wooden, in the white, in crates or boxes.....	3	5
29 Bee hives, K. D., in bundles, crates or boxes.....	3	9	66 Binding or tape, cotton, in bales or cases.....	1	.....
30 Bee smokers, in boxes or barrels.....	1	.....	67 Bird trimmings for hats or bonnets, in cases.....	D1	.....
31 Beef, powdered.....	1	3	68 Birds, stuffed, in boxes.....	3½	.....
32 Beer preserve or coolers.....	1	.....	69 Biscuit (C. L., minimum wt. 20,000 lbs.).....	4	5
33 Bees, in hives, P. P.....	3½	.....	70 Bismuth, in packages.....	1	.....
34 Bees, in hives, car loads, man in charge carried free.....	.....	3			
35 Beeswax.....	1	3			
36 Bellows.....	1	.....		
37 Bellows fold coupling (for car vestibules), folded flat in bundles, bales or crates.....	1	.....		

Classification—Continued.

B	L.C.L.	C. L.	H	L.C.L.	C. L.
1 Bi-sulphide of Carbon, in tin cans, boxed, taken only by special agreement (see note.)			26 Bleaching fluid, in carboys	1	
NOTE—If accepted for transportation as above, the following conditions should be required: Cans to be made of tin not lighter than 28 gauge; the same to be provided with iron or steel screw stoppers, sealed with cement, and boxes to be stencilled "Inflammable," "Bi-sulphide of Carbon," "This Side Up," "Handle With Care."			27 Bleaching fluid, in glass, packed	1	3
2 Blackboard erasers, in crates or boxes	3		28 Bleaching fluid, in wood	3	5
3 Blackboard pointers, wooden, in crates or boxes	2		29 Blind and awning fixtures, iron, in packages	3	
4 Blackboards, silicate, boxed	3	5	30 Blinds or porch shades, bamboo, in bundles or bales	1	
5 Blackboards, slate, boxed	3		31 Blinds or porch shades, Wooden, in boxes	1	
6 Blackboards, slate, crated as follows: Crates to be of material not less than one inch in thickness, and of the following dimensions: End pieces, three inches wide; slats or cross pieces, two inches wide, and not exceeding six inches apart; strengthening strips on each side, extending from end to end of crate, three inches wide	3		32 Block shells, wood	4	
7 Blackboards, slate, in crates of material of less dimensions than as above specified, not taken.			33 Blocks, brush	4	6
8 Blackboards, slate		6	34 Blocks, burr (for grist mills)	4	5
9 Blackboards, wooden, K. D., crated or boxed	3	5	35 Blocks, butchers	4	5
10 Blacking, Curriers', in cans, jacketed	1		36 Blocks, paving, concrete	5	6
11 Blacking, Curriers', in cans, boxed	2		37 Blocks, paving, wood	5	Lumber rates
12 Blacking, Curriers', in wood	3	5	38 Blocks, pulley or tackle	3	
13 Blacking or dressing, harness, in cans, boxed	2	4	39 Blocks, ribbon, strawboard or paper, in packages	3	Stl
14 Blacking, harness oil, in cans, boxed	2	4	40 Blocks, ribbon, wooden, in packages	3	5
15 Blacking, shoe, in glass or earthenware, packed in bbls. or boxes	1	4	41 Blocks, shuttle, wood or iron	2	
16 Blacking, shoe, N. O. S.	3	4	42 Blocks, shuttle, wooden, in the rough	4	6
17 Blacking, stove, in glass or earthenware, packed in bbls. or boxes	2	4	43 Blocks, toy, alphabet and building, wood or stone, boxed	1	
18 Blacking, stove, N. O. S.	3	4	44 Blood, dried, in packages	4	10
19 Bladders, dry, inflated, in bbls. or boxes	3	4	45 Blood, liquid, in packages	3	5
20 Bladders, dry, not inflated, in bbls. or boxes	1		46 Blotter baths, iron boxed	2	
21 Bladders, pickled, in bbls. or tierces	3		47 Bluing, dry, in packages	4	5
22 Bladders or sounds, fish, in bags, boxes or bbls.	1		48 Bluing, liquid, in glass, packed	3	7
23 Blankets, N. O. S., in bales or cases	1		49 Bluing, liquid, in bbls.	4	7
24 Blankets, shoddy, pressed in bales	1		50 Boards, academy or artists', in cases	1	
5 Bleach or bleaching powder in casks	4	6	51 Boards, advertising, plain (not signs), in bundles, loaded in box cars	3	5
			52 Board, binders	3	5
			53 Boards, bread, wood or metal, boxed or crated	3	5
			54 Boards, cigar makers', in crates or boxes	3	7
			55 Boards, drapery, wooden, crated boxed	2	
			56 Boards, engraving, wooden, in the white, crated or boxed	3	5
			57 Board, filter or filter mass, wood pulp, in packages	3	5
			58 Boards, follow, in racks, crates or boxes	3	5
			59 Boards, meat, b'x'd or crat'd	3	5
			60 Boards, ironing, wooden, in packages	3	5
			61 Board, lap, boxed or crated	2	4
			62 Boats, row, or canoes, loaded in box cars	3	6
			63 Boats, row, or canoes, requiring flat or gondola car, minimum weight 4,000 lbs. each	1	6
			64 Boats, row, or canoes, minimum weight, 10,000 lbs.		6
			65 Boats, row, or canoes, requiring two flat or gondola cars, minimum weight 10,000 lbs. for each car		6

Classification—Continued.

B	L.C.L.	C. L.	B	L.C.L.	C. L.
1 Boats, sectional, galvanized iron, K. D., nested.....	D 1		43 Bottle stoppers, combination rubber and metal, in bbls. or boxes.....	3	
2 Bobbins, iron.....	2		44 Bottle stoppers, combination rubber, metal and earthenware, in boxes or bbls.....	3	
3 Bobbins, wooden.....	2	6	45 Bottle stoppers or caps, combination tin or wire, in boxes or bbls.....	2	
4 Boiler cleansing compound in cans, jacketed.....	3	6	46 Bottle covers or wrappers, flat, in bundles, crates or boxes.....	4	
5 Boiler cleansing compound dry, N. O. S., in boxes, barrels or casks.....	3	6	47 Bottle covers or wrappers, minimum weight 20,000 lbs.....		8
6 Boiler cleansing compound liquid, in bbls.....	4	6	48 Bowling alleys, K. D., in crates or boxes.....	3	7
7 Boiler flue scrapers, iron or steel, in boxes.....	3		49 Bowling alley balls, wooden, boxed.....	2	
8 Boiler, range, copper.....	2	4	50 Boxes, annealing.....	3	5
9 Boiler, range, iron.....	3	5	51 Boxes, bail, fig, grease, salt or spice, wooden, bent rim or round, in crates or cases (C. L., minimum weight 20,000 lbs.).....	1	5
10 Boiler stands, range, iron.....	3	5	52 Boxes, ballot, combined wood and glass, boxed.....	D 1	
11 Boilers, N. O. S., loaded in box cars.....	3	6	53 Boxes, band or hat, paper, boxed.....	D 1	3
12 Boilers, N. O. S., requiring flat or gondola car.....	1	6	54 Boxes, butter, wooden, in crates or cases (C. L., minimum weight 20,000 lbs.).....	1	5
NOTE—Boilers weighing 3 tons or over, to be loaded and unloaded at risk and expense of shipper and consignee.			55 Boxes, cases or trays, jewelry, boxed.....	D 1	
13 Boilers, sectional, in parts.....	3	5	56 Boxes, chemical fibre, in crates or boxes.....	1½	
14 Boilers, wash, copper, in crates or boxes.....	2	4	57 Boxes, cigar, crated.....	D 1	5
15 Boilers, wash, iron, coppered, boxed or crated.....	2	4	58 Boxes, cigar, completely boxed.....	1	5
16 Bone black.....	2	6	59 Boxes, cigar, not crated or boxed, not taken.....		
17 Bone black screenings.....	2	6	60 Boxes, cooling, filled with coiled pipe.....	3	5
18 Bone black, hydro-carbonated, in oil, in bbls., minimum weight 400 lbs. per bbl.....	4		61 Boxes, document, N. O. S., crated or boxed.....	D 1	
19 Bone dust.....	4	7	62 Boxes, document, nested, crated or boxed.....	1	
20 Bones, in packages.....	4		63 Boxes, document, not crated or boxed, not taken.....	2	5
21 Bones.....		9	64 Boxes, electrotype.....	3	
22 Bone meal, in boxes or bbls.....	4	7	65 Boxes, feed, galvanized iron, crated or boxed.....	D 1	
23 Books, blank, in boxes.....	4	7	66 Boxes, fibre, N. O. S., in crates or boxes.....	4	
24 Books, N. O. S., in boxes.....	1	2	67 Boxes, fish, empty.....	1½	
25 Books, school copy.....	2	5	68 Boxes, leatheroid, in crates or boxes.....		
26 Boot, crimps, in boxes or bbls.....	2		69 Boxes, machinery, empty (C. L., minimum weight 20,000 lbs.).....	3	5
27 Boot trees, in boxes or bbls.....	2		70 Boxes, meat, empty.....	4	
28 Booths, election, iron, steel or wooden, K. D. flat or folded flat.....	5	7	71 Boxes, paper, druggists' pill or powder, or jewelers', in boxes or bbls.....	D 1	
29 Boots and shoes, in boxes.....	1		72 Boxes, paper, druggists' pill or powder, or jewelers', nested, in boxes or bbls.....	1	
30 Boots and shoes, felt in boxes.....	1				
31 Boots and shoes, old leather in bulk, P. P.....	4	9			
32 Boralumine (wall finish).....	4	5			
33 Borax, in boxes, kegs or bags.....	2	4			
34 Borax, in bbls.....	3	4			
35 Bottles, paper, boxed.....	3	4			
36 Bottles, cut glass, in p'kg's.....	1	3			
37 Bottles, glass, N. O. S., in packages.....	3				
38 Bottles, glass, N. O. S.....		5			
39 Bottle caps, paper or wood pulp, in boxes or bbls.....	2				
40 Bottle caps, tin or metal foil, N. O. S., in boxes.....	3	4			
41 Bottle caps, wooden, in packages.....	2				
42 Bottle stoppers, combination rubber and metal, in sacks.....	2				

[11]

Classification—Continued.

B	L.C.L.	C.L.	B	L.C.L.	C.I.
1 Boxes, paper, K.D., flat in bundles, crates or boxes.	2	4	34 Bread, hard (C. L., minimum weight 20,000 lbs.)	2	4
2 Boxes, paper, N. O. S., crated or boxed.	3tl		35 Bread, liquid, in glass, pkd.	1	3
3 Boxes, paper, nested, N.O. S., crated or boxed.	1		36 Bread meal or dust, in pkgs.	4	5
4 Boxes, paper, N. O. S., crated or boxed, minimum weight 12,000 lbs.		3	37 Brewers' refuse, corn germ feed and barley sprouts.	5	10
5 Boxes or pails, paper, small, for oysters, candy, etc., nested, in bdls., crates or boxes (C. L. minimum weight 24,000 lbs.)	2	4	38 Brick a brac.	1	
6 Boxes, thread trays, made of wood and pasteboard.	D1		39 Brick, bath, in bbls. or bxs.	4	
7 Boxes, police patrol, iron, S. U.	1	5	40 Brick, bath.		8
8 Boxes, postal or letter, crated or boxed.	1		41 Brick, cinder, in packages.	4	
9 Boxes, tin, packed in cases	2	5	42 Brick, cinder.		10
10 Boxes or cases, toilet, bxd.	D1		43 Brick, cork (composition cork and asphalt), in pkgs.	3	
11 Boxes or cases, toilet, filled with toilet sets, brushes, combs, files, scissors, etc., boxed.	1		44 Brick, common or fire, loose or in bundles.	3	
12 Boxes, toilet paper, iron, in boxes or bdls.	3		45 Brick, common or fire, in bbls. or in boxes.	5	10
13 Boxes, toilet paper, metal, N.O.S., in boxes or bdls.	2		46 Brick, common or fire, flue lining and fire clay, straight or mixed.		10
14 Boxes, tool, empty.	1	4	47 Brick, enameled, in bbls. or boxes and in bulk.	4	7
15 Boxes, water meter, cement (including iron covers).	3	5	48 Brick, hollow.	4	10
16 Boxes, wooden, empty, N. O. S., (C.L., minimum weight 20,000 lbs.)	1	8	49 Brick, for stove lining, loose	1	5
17 Boxes, wd'n., trn'd. by lathe L., min. wt. 20,000 lbs.)	2	8	50 Brick, for stove lining, in bundles.	3	5
18 Box stuff, wooden in bundles or racks.	4		51 Brick, for stove lining, in bbls. or boxes.	4	5
19 Box stuff, wooden.		Lumber rates	52 Brick, pressed or paving.		10
20 Braces, bit, in bxs. or bbls.	2		53 Bridge builders' outfit, consisting of second-hand tools, old ropes, pulleys, hoist jacks, etc.	3	6
21 Bran, in bbls. or sacks.	5	Grain rates	54 Bridge material, wooden.	4	Lumber rates
22 Bran.			55 Brimstone, in boxes, kegs or bags.	3	
23 Bran, in sacks, 2,000 lbs. or over same as flour.			56 Brimstone, in bbls. or bhdls.	4	
24 Brass goods, N. O. S.	1		57 Brimstone.		6
25 Brass, ingots, pig, residue, rolls, sheet, blanks, plates, tubing, flues, rods, nails, bolts, screws and rivets.	3	4	58 Bristles.	1	
26 Brass nozzles, in packages.	2		59 Britannia metal.	3	
27 Brass valves and pipe fittings, in boxes or bbls.	3		60 Britannia ware, in bbls. or boxes.	1	
28 Brass scrap, in bales, bbls. or casks.	3	9	61 Bromide, in iron drums.	1	
29 Brass, sheet, perforated, in boxes or bbls.	2	4	62 Bromine, in glass, packed in boxes.	1	3
30 Brass vessels (except cauldrons and kettles), under 3 ft. in diameter.	1		63 Bromine, in iron drums.	1	3
31 Brass vessels (except cauldrons and kettles), 3 ft. and over in diameter.	D1		64 Bronze, liquid, in glass, packed in boxes.	1	
32 Brass vessels, N. O. S., in boxes or bbls.	2		65 Bronze, liquid, in bbls. or casks.	3	
33 Bread, brown, in cans, bxd.	2		66 Bronze ware, in bbls. or boxes.	1	
			67 Brooms and broom brushes, in bundles.	1	
			68 Brooms and broom brushes, in crates or boxes.	2	
			69 Brooms, splint, in bundles.	1	
			70 Broom corn balers, K. D.	2	
			71 Broom corn, pressed in bales.	2	
			72 Broom corn, pressed in bales, minimum weight 12,000 lbs.		5
			73 Broom corn, loose, not taken		
			74 Broom corn scrapers.	1	
			75 Broom corn waste, in bales, minimum weight 12,000 lbs., C. L.	2	5

Classification—Continued.

B	L.C.L.	C. L.	C	L.C.L.	C. L.
1 Broom holders, iron, K.D., crated or boxed.....	1	.....	32 Butter, butter grease, but- terine, oleomargarine, olive butter and purola, in wood.....	3	4
2 Broom holders or racks, wooden, K. D. or folded, crated or boxed.....	2	.....	33 Buttons, boxed.....	1	.....
3 Brushes, N. O. S., in bun- dles or boxes.....	1	3	34 Button blanks.....	3	.....
4 Brushes, scrubbing, in bun- dles or boxes.....	2	3			
5 Buckets, chain pump com- bination, rubber and iron, in packages.....	3	.....	C		
6 Buckets, elevator, tin, nested, in packages.....	3	6	35 Cabinets:		
7 Buckets, elevator, iron or steel, nested, in packages	4	6	36 Cabinets, bath, K. D., flat or folded flat, crated or boxed.....	3	.....
8 Buckets, elevator, pump, galvanized iron, in pkgs.	3	6	37 Cabinets, coffee, wrapped, crated or boxed (C. L., min. weight 16,000 lbs....	1	3
9 Buckets, elevator, N. O. S., in packages.....	2	6	38 Cabinets, coffe, not wrap- ped, crated or boxed, not taken.		
10 Buckets, galvanized iron, nested, in bundles or racks	3	6	39 Cabinets or cases, cracker, N. O. S., crated or boxed.	D1	.....
11 Buckets, wooden or indur- ated fibre, in bundles or racks (C. L., minimum weight 20,000 lbs.).....	1	5	40 Cabinets or cases, cracker, K. D., flat, crated or boxed	1	.....
12 Buckles, clothing or sus- pender, boxed.....	1	.....	41 Cabinets, dental, wrapped, crated or boxed.....	1	.....
13 Buckles, turn.....	4	5	42 Cabinets, drug, boxed.....	1	.....
14 Buckwheat.....	5	Grain rates	43 Cabinets or cases, filing, crated or boxed.....	1	.....
15 Huffing, caked compound.	3	5	44 Cabinets or cases, filing, not crated or boxed, not taken.		
16 Bulbs, garden, in packages, P. P.....	2	5	45 Cabinets, fishing tackle, boxed.....	1	.....
17 Burial cases or coffins:			46 Cabinets, fruit, wrapped, crated or boxed (C. L., min. weight 16,000 lbs....	1	3
18 Coffin boxes, plain pack- ing, empty, nested.....	2	.....	47 Cabinets or cases, gloves, wooden, crated or boxed.	1	.....
19 Coffin braces, iron, in pack- ages.....	3	.....	48 Cabinets or cases, hat, wooden, wrapped, crated or boxed.....	1½	.....
20 Coffin stock or stuff, wood- en in the white.....	3	5	49 Cabinets, oil, crated or boxed.....	1	.....
21 Coffin trimmings, plated or cloth covered, boxed.....	2	.....	50 Cabinets, oil, min. weight 16,000 lbs.....		3
22 Burial cases, metallic or wooden.....	1	4	51 Cabinets, phonograph, crated or boxed (C. L., min. weight 12,000 lbs....	1½	2
23 Burlaps (including stiffened burlaps), in bales or rolls.	4	5	52 Cabinets or cases, pie, wrapped, crated or boxed.	1½	.....
24 Burners, natural gas, iron, loose.....	1	.....	53 Cabinets or cases, Pie, min. weight 12,000 lbs....		2
25 Burners, natural gas, boxed	3	.....	54 Cabinets, pneumatic, iron.....	2	5
26 Bustles, N. O. S., in boxes.	D1	.....	55 Cabinets, printers', crated or boxed (C. L., minimum weight 10,000 lbs.).....	2	4
27 Bustles, wire or steel, nested in boxes.....	1	.....	56 Cabinets or cases, railroad ticket or time table, crated or boxed.....	1	.....
28 Butter, butter grease, but- terine, oleomargarine, olive butter and purola, in earthenware crocks.....	D1	.....	57 Cabinets, shoe, wrapped, crated or boxed.....	1½	.....
29 Butter, butter grease, but- terine, oleomargarine, olive butter and purola, in earthenware crocks or jars, securely packed in cases.....	1	4	58 Cabinets, spice, wrapped, crated or boxed (C. L., min. weight 16,000 lbs.)..	1	3
30 Butter, butter grease, but- terine, oleomargarine, olive butter and purola, in tin cans or tin pails.....	3	4	59 Cabinets, thread, wrapped, crated or boxed (C. L., min. weight 16,000 lbs.)..	1	3
31 Butter, cheese, eggs, in mixed C. L., minimum weight 20,000 lbs.....		3			

Classification—Continued.

C	L.C.L.	C.L.	C	L.C.L.	C.L.
1 Cabinets or cases, type-writer and caligraph (C. L., minimum weight, 12,000 lbs).....	1½	2	35 Canned goods, including mince meat, meats, fish, fruit, soup, vegetables (all kinds), fish chowder, catsup in tins, preserves, fruit butter, caviar, clam juice, deviled and potted meats, fish, vegetables, sardines, canned milk and beef extracts in tins, including syrup in cans, boxed, and plum pudding in cans.....	4	5
2 Cabinets or cases, chewing gum (not show cases), boxed.....	1	.....	36 Can stock, milk, tin, in parts, boxed or crated....	3	6
3 Cabinets or cases, physicians' or surgeons', wrapped, crated or boxed.....	1½	.....	37 Cannon, cannon balls and caissons.....	2	5
4 Cabinets, ribbon, with glass, boxed.....	D1	.....	38 Cannon shells, empty.....	2	5
5 Cabinets, ribbon, without glass, boxed or crated....	1	.....	39 Cans, ash and garbage, iron, loose.....	1½	.....
6 Cabinets, sewing machine.....	1	.....	40 Cans, ash and garbage, iron, nested.....	2	.....
7 Cabinets, sportsman.....	1½	.....	41 Cans, cartridge, sheet iron, loose.....	D1	.....
8 Cabinets, hardware, K. D., boxed.....	1	.....	42 Cans, cartridge, sheet iron, crated.....	1½	.....
9 Cabinets, tobacco, (revolving stand with glass doors), S. U.....	D1	.....	43 Cans, empty, tin, all kinds, including fruit, vegetable, paint oil, lard, varnish, coffee, tea, cracker and bread, etc., all with or without handles, handles or ears, plain or painted, crated or boxed.....	1	.....
10 Cabinets, tobacco, (revolving stand with glass doors), K. D.....	1	.....	44 Cans, empty, tin, all kinds, crated or boxed, nested..	2	.....
11 Cracker and cookie cases and counter combined (display cases).....	1½	.....	45 Cans, tin, minimum weight 15,000 lbs.....	.....	5
12 Cracker and cookie cases and counter combined (display cases), K. D., flat, boxed.....	2	.....	46 Cans, tin, old, returned, minimum weight 15,000 lbs.....	.....	6
13 Cages, bird, N. O. S., boxed.....	D1	.....	47 Cans, oil, galvanized iron, in crates or boxes.....	1	.....
14 Cages, bird, tops taken off and tops and bottoms nested, boxed.....	1	.....	48 Cans, iron, empty, N. O. S.....	1	.....
15 Cages, iron, mining, S. U.....	1	.....	49 Cans, leatheroid, in crates or boxes.....	1½	.....
16 Cages, iron, mining, K. D.....	4	.....	50 Cans, oil, glass, naked, in packages.....	1	.....
17 Cakes, linsed.....	5	.....	51 Cans, oil, glass, naked, packed in bulk, minimum weight 16,000 lbs.....	.....	3
18 Cakes (C. L., minimum weight, 20,000 lbs.).....	4	5	52 Cans, oil, glass, in tin, wire or wood jackets, crated or boxed.....	2	.....
19 Calendars, boxed.....	1	.....	53 Cans, oil, glass, in tin, wire or wood jackets, minimum weight 20,000 lbs. (Rule 1 not to apply).....	.....	4
20 Calcimine (wall finish).....	4	5	54 Cans, railroad, (milk shipping), O. R. B. and jamming or released, minimum weight 15,000 lbs....	1	4
21 Calcium, chloride of, in barrels or iron drums.....	4	5	55 Canvas, N. O. S., in bales or cases.....	1	.....
22 Calcium, phosphate of, in barrels.....	4	5	56 Canvas, cotton, (in bales or boxes).....	3	.....
23 Calcium solution, in tank cars to be furnished by shipper, minimum weight 24,000 lbs., empty tanks returned free.....	.....	9	57 Canvas, jute, in bales or cases.....	3	.....
24 Calf weaners, in bundles or boxes.....	2	.....	58 Canvas, linen, in bales or cases.....	1	.....
25 Camphor flowers or sublimed camphor in packages.....	2	3	59 Caps, percussion, N. O. S.....	1	.....
26 Camphorine, in boxes.....	1	.....		
27 Candles.....	4	5			
28 Canes.....	1	6			
29 Canteens, boxed.....	1	.....		
30 Can jackets, loose.....	D1	.....		
31 Can jackets, N. O. S., in crates or boxes.....	2	.....		
32 Can jackets, minimum weight, 20,000 lbs.....	.....	5			
33 Can openers, iron.....	3	.....		
34 Can tops and bottoms, tin or galvanized iron, nested, packed in boxes or barrels.....	4	6			

Classification—Continued.

C	L.C.L.	C. L.	C	L.C.L.	C. L.
1 Caps, percussion, high explosive. Taken only by special agreement.			32 Carpeting, wood, in bbls, crates or boxes	3	7
2 Capstans	3	5	33 Carpet beaters, rattan, reed or willow, in bales or hampers	D1	
3 Capstan bars, wooden, in the white	4	5	34 Carpet beaters, rattan, reed or willow, boxed	1	
4 Capsules, gelatine, in pkgs.	1		35 Carpet beaters, wire, with wooden handles, in boxes or barrels	1	
5 Carbon, carbide of, including acetylene gas powder, in iron drums or in tin cans, boxed or completely jacketed	3	5	36 Carpet binding; metallic, in boxes or barrels	3	
6 Carbon, in bulk		6	37 Carpet chain	1	
7 Carbon, bi-sulphide of, in iron drums	3	4	38 Carpet mill sweepings, in bags, sacks or crates	2	
8 Carbon, bi-sulphide of, in tin cans, boxed, taken only by special agreement. (See Note).			39 Carpet mill sweepings, in bags or sacks, minimum weight 20,000 lbs.		5
9 NOTE.—If accepted for transportation as above, the following conditions should be required: Cans to be made of tin not lighter than 28 gauge; the same to be provided with iron or steel screw stoppers, sealed with cement, and boxes to be stenciled "Inflammable; Bi-sulphide of Carbon"; "This side up"; "Handle with care."			40 Carpet mill sweepings, pressed in bales, or in casks or hhds	5	
10 Carbon, crushed, in boxes or barrels	2	4	41 Carpet mill sweepings, in bulk, not taken		
11 Carbon, black, and blacks, N. O. S., in barrels or casks (C. L., minimum weight 10,000 lbs.)	1½	3	42 Carpet samples, in cases	1	
12 Carbon black, and blacks, N. O. S., in bags, in L. C. L., not taken.			43 Carpet sweepers, loose or boxed	2	4
13 Carbon black, and blacks, N. O. S., in bags, minimum weight 10,000 lbs., to be loaded and unloaded by shipper and consignee		3	44 Carriers, ale, beer or mineral water, empty or containing bottles	4	5
14 Carbon brushes, electric motor, boxed	2	4	45 Carriers, ale, beer or mineral water packages, at estimated weights	4	5
15 Carbons, electric light, bxd	2	4	NOTE—See weights on page 7 under head of Empty Beer Packages, old.		
16 Carboys, naked, in pkgs.	2		46 Carriers or cases, egg	4	
17 Carboys, naked, packed, in bulk, minimum weight 20,000 lbs.		7	47 Carrier fillers, egg, straw-board or wood, R. D. flat in cases, (minimum C. L. weight 20,000)	4	7
18 Carboys, empty	4	6	48 Carriers or railways, cash or parcel, crated or boxed	1	
19 Carboys, empty, ret'd O. R.	4	6	49 Carriers, empty, returned, prepaid or guaranteed, subject to Rule 20.		
20 Carboys or jugs, lead, empty	4	6	50 Ale, beer, beer tonic, mineral water and porter pkgs at following estimated weights: O. R. B. or loss or rel. hhds, 180 lbs.; bbls, 100 lbs. each; ¼ bbls., 55 lbs. each; ¼ bbls., 30 lbs. each; ¼ bbls., 20 lbs. each.		
21 Carboys or jugs, lead, empty, returned	4	9	51 Bottles, in cases, with or without covers, 2 doz. qts., 50 lbs. per case; 4 doz. qts., 90 lbs. per case; 2 doz. pts., 35 lbs. per case; 3 doz. pts., 50 lbs. per case; 4 doz. pts., 75 lbs. per case.		
22 Carburetors, crated or boxed	1	4	52 Bottles, in cases, with or without heads: 6 doz. qts. or 10 doz. pts., 125 lbs. per cask		
23 Card board or paper, in bundles, crates or boxes.	2	3	NOTE—The name of shipper and original point of shipment must be shown on way-bills and exp. bills		
24 Card clothing or belting, for cotton or woollen mills	2		53 Acid and ammonia cylinders or drums		
25 Cards, N. O. S.	1	2	54 Bags, cement		
26 Cards, cattle or horse	1				
27 Cards, cotton or wool	1				
28 Cards, playing	1	2			
29 Cards, show, chromo, advertising, boxed, P. P.	1	3			
30 Carpets and carpg, N.O.S	1				
31 Carpeting, jute or hemp	2				

½ 4th Class.

§ Packages must be plainly labeled "Dangerous if not kept dry."

† Charges for any shipment of carriers returned should not exceed what would accrue by application of ratings shown for the same packages new.

Classification—Continued.

C	L.C.L.	C. L.	C	L.C.L.	L. C.
† CARRIER'S, EMPTY, RETURNED, PREPAID OR GUARANTEED—Continued.			41 Reels, cable and wire rope, in box cars.....	4	9 Min. Wt. 21,000 lbs.
1 Bags, or sacks, N. O. S., in bundles or bales, O. R. C., fire and wet, or released.....	4		42 On flat car, min. weight, 5,000 lbs.....	4	
2 Beams; bobbins; cores, N. O. S.; reels, (except cable); spools; paper frames, tied in bundles; and Carboy frames; returned to manufacturers.....	4		43 Safe harness (iron).....	4	
3 Bottles, soda and pop, in boxes, barrels or casks, with or without covers or heads, O. R. B. or loss, or rel.....	4	1/2 4th class.	44 Sheet lead carriers (boxes).....	4	
4 Bottles, N. O. S., and jugs, in boxes, barrels or casks, with or without covers or heads, O. R. B. or loss, or released, actual weight.....	4		45 Tar barrels.....	4	
5 Bottle cases.....	4		46 Telephone packing boxes.....	4	
6 Butter crocks, or jars, O. R. B., or released, boxed.....	4		47 Wooden boxes, N. O. S., nested.....	4	
7 Butter stands.....	4		48 Vinegar barrels.....	4	
8 Butter tubs and firkins.....	4		49 § CARS:		
9 Cans, in boxes, barrels or crates.....	4		50 Baggage, express, mail, 8c per car per mile, min. 50 miles.....		
10 Cans, jacketed.....	3		51 Box, caboose or stock cars (eight wheels) 6c per car per mile, min. 50 miles.....		
12 Car seal boxes.....	4		52 Box, caboose or stock cars (four wheel) coal and flat cars, 4c per car per mile, min. 50 miles.....		
13 Cheese boxes.....	4		53 Box, K. D., loaded in box cars, min. wt. 24,000 lbs.....	1	6
14 Cider barrels.....	4		54 Brick, hand, mining, plantation, cane, push, min. C. L. wt. 24,000 lbs.....	1	6
15 Coops.....	4		55 Chair, dining, parlor, sleep-12c per car per mile, min. 50 miles.....		
16 Cracker boxes.....	4		56 Combination and passenger (day coach), 10c per car per mile, min. 50 miles.....		
17 Crackers cans (tin, boxed).....	4		57 Dump, K. D., released, min. C. L. wt. 24,000 lbs.....		6
18 Crates.....	4		58 Inspection, Steam, min. C. L. wt. 24,000 lbs.....	1 1/2	6
19 Egg carriers or cases.....	4		59 Logging, narrow gauge, min. C. L. wt. 24,000 lbs.....	1	6
20 Fish boxes or cars.....	4		60 Standard gauge K. D., min. C. L. wt. 24,000 lbs.....	1	6
21 Fruit baskets, boxes, chests and crates.....	4		61 Narrow gauge, loaded on standard gauge flat cars, min. C. L. wt. 24,000 lbs.....		6
22 Fruit refrigerators.....	4		62 Standard gauge, K. D., loaded on flat cars, min. C. L. wt. 24,000 lbs.....		6
23 Fruit tree boxes.....	1		63 Street, O. R. B. and C., or rel., cable and electric, and electric street car sprinklers, min. wt. 8,000 lbs, each.....	1	
24 Garden seed boxes.....	4	7	One-horse, min. wt. 6,000 each.....	1	
25 Glycerine barrels.....	4		Two-horse, min. wt. 8,000 each.....	1	
26 Iron drums, N. O. S.....	4		64 Street cars and motors, combined, actual wt. O. R. B. and C. or rel.....	1 1/2	
27 Iron lard cans.....	4		65 Tank; loaded on flat cars, min. C. L. wt. 24,000 lbs.....		6
28 Iron oil barrels.....	4		On own wheels, 6c per car per mile, min. 50 miles. Empty, returned; special contract; no mileage will be paid, loaded or empty, either way.....		
29 Kegs, powder, (wooden or iron).....	4				
30 Lamp boxes.....	1				
31 Liquor packages (wooden).....	4				
32 Meat boxes or carriers.....	4				
33 Milk and cream cans.....	4				
34 Mineral water cans.....	4				
35 Oil barrels.....	4				
36 Oil cases.....	4				
37 Oyster pails.....	4				
38 Piano boxes.....	D 4				
39 Powder magazines.....	4				
40 Railway trucks (used to transport rolling stock) ..		9			

† Charges for any shipment of carriers returned should not exceed what would accrue by application of ratings shown for the same packages new.

§ Rates apply on cars on their own wheels, also upon narrow gauge equipment upon standard gauge tracks furnished by shipper.

Classification—Continued.

C	L.C.L.	C. L.	C	L.C.L.	C. L.
1 Cars and steam motors, combined; street cars, street cars and motors, combined, O. R. B. and C. or released; loaded on flat cars N. O. S., min. wt. 24,000 lbs.		6	37 Ceiling and other inside house finishing wood, or house trimmings (wood) N. O. S. in bundles, crates or boxes	4	
Loaded on cars over 34 ft. in length, min. wt. 48,000 lbs.		6	38 Ceiling and other inside finishing wood, or house trimmings (wood) N. O. S.		7
2 Cars, fish, empty	3	5	39 Ceiling boards, base boards, paneling boards, wainscoting boards, window casing boards and flooring boards, in full lumber lengths, same as lumber.		
3 Car pushers	4		40 Celluloid goods, N. O. S.	1	
4 Car replacers, iron	4	5	41 Celluloid scrap, in bags, boxes or bbls	3	
5 Car replacers, wood or wood and iron combined.	3	5	42 Cellulose, in bags, sacks or cases	1	4
6 Cases, blacking (C. L. min. 20,000 lbs)	1	3	43 Cement, N. O. S.	1	
7 Cases, map, crated or boxed	1		44 Cement, in glass or earthenware, packed in boxes or bbls	1	3
8 Cases, mailing, liquid, in cases	1		45 Cement, liquid, N. O. S., in cans, boxed	2	
9 Cases, mug, boxed or crated	1		46 Cement, liquid, N. O. S., in wood	3	5
10 Cases, transformers, electric	1		47 Cement, Asbestos	4	6
11 Cases, type, racked	1		48 Cement, boiler or pipe covering, N. O. S.	4	8
12 Cases, display, butter and cheese or refrigerators, boxed or crated.	1		49 Cement, building	5	9
13 Cases (metallic, for screws, bolts and shot), in boxes or barrels	3		50 Cement or ceiling wax, fruit can or jar, in boxes or bbls.	4	5
14 Cases, screw and bolt (wooden) boxed or crated	1		51 Cement, gas fitters', in boxes or bbls	4	5
15 Cases, printers', in bundles or racks (C. L., min. wt. 10,000 lbs.)	2	4	52 Cement and lime, mixed, C. L.		8
16 Cases or cabinets, seed, wrapped, crated or boxed (C. L. min. wt. 16,000 lbs.)	1	3	53 Cement, paving tar and pitch	5	9
17 Cases, shot, boxed	2		54 Cement, window caps, sills, chimney tops and similar articles for building purposes.	4	7
18 Cash boxes, street car, crated or boxed	1		55 Cereal products, including barleyene, ceraline, grits, corraline, frumentum, maizone, maltoid, macaroni, hominy, oat meal, rolled oats, dried peas, split peas, rice, sago, sago flour, tapioca, tapioca flour, granola, breakfast food, cracked or rolled wheat, wheat germ meal, wheatlet, wheaten, breakfast flakes, barley, beans, corn meal, lentils, rice flour, potato flour, self-rising flour, pancake flour, farina, farinose, samp, cream of maize, and all cereal preparations in barrels, boxes, bags or packages, excepting in paper bags, and including crystal flake or crystal rice, pop corn, on ear or shelled	4	5
19 Cash railways and cash alarm tills, boxed or tied flat in bundles	1		56 Cereal products or preparations, N. O. S., in bulk, in sacks or bbls	5	6
20 Cash registers, crated or boxed	1	4	57 Chain, hemp or woollen	1	
21 Casings, sausages, in packages	4	8	58 Chalk or chalk crayons, in boxes	2	5
22 Cassia	2				
23 Castings, beer table, iron, in packages	3	5			
24 Castings, brass, N. O. S., in boxes or barrels	3				
25 Castings, brass, rough, loose, over 100 lbs. each	3	4			
26 Castings, bronze, N. O. S.	2	4			
27 Castings, furnace, iron or steel, in boxes or barrels	4	5			
28 Castings, furnace, iron or steel, loose	3	5			
29 Castor bean, pomace or residue	4	10			
30 Cat's tail	1				
31 Catsup, in glass, packed	4				
32 Catsup, in buckets or pails, loose	4	5			
33 Catsup, in buckets or pails, crated or boxed	4	5			
34 Catsup, in kegs, barrels or casks	4	5			
35 Cattle dehorners, in bundles	1				
36 Cauliflower, pickled, salted or in brine	4	5			

Classification—Continued.

C	L.C.L.	C.L.	C	L.C.L.	C.L.
1 Chalk or chalk crayons in bbls	4	5	38 Cider and Cider syrup in wood	4	5
2 Chalk, French, powdered, in bbls. or casks	4	5	39 Cider and apples mixed		7
3 Chalk, crude, in bulk		6	40 Cigars and Cigarettes, boxed, N. O. S.	D1	
4 Chandeliers, glass, in boxes bbls. or casks	1		41 Cigars and cigarettes, boxed, corded sealed and strapped. (See note)	1	
5 Chandeliers, metal, in boxes bbls. or casks	2		NOTE.—Boxes must be strapped with wood, iron or twisted wire straps at the ends and corded (not wired) in the center, cord to pass in and out through each and every board on the four sides of the box, tightly drawn and sealed with lead seals.		
6 Charcoal ground in boxes, bbls. or bags	3		42 Cigar cases, pocket, crated or boxed	1	
7 Charcoal lump in bags, bbls. or hhd.	3		43 Cigar cutters, iron in boxes	2	
8 Charcoal, wt. min. 20,000 lbs.		9	44 Cigar lighters, wooden, in bbls. or boxes	3	5
9 Charts, boxed	1		45 Cigar lighters, including electric cigar lighters, boxed	1	
10 Cheese, in glass, packed	1		46 Cigar shapers, iron in boxes	2	
11 Cheese, in earthenware crocks or jars, packed in cases	2		47 Cinder in packages	4	
12 Cheese in boxes or casks, C. L. min. wt. 20,000 lbs.	3	4	48 Cinder, per gross ton 2,240 lbs., same as 2,000 lbs.		10
13 Cheese box stuff	4	6	49 Cinder buggies	2	5
14 Cheese boxes, empty, (C. L. min. wt. 15,000 lbs.)	1	4	50 Cisterns, slate, boxed	2	4
15 Cheese vats, S. U. loaded in box cars	D1		51 Citron, green, P. P.	1	
16 Cheese vats completely K. D.	3	9	52 Citron, sugar cured	4	
17 Cheese vats, S. U., requiring flat or gondola car, min. wt. 4,000 lbs. each	1		53 Citron, peel	4	
18 Cheese vats, too large to load in box cars		9	54 Clay, N. O. S.	4	10
19 Chemical apparatus, N. O. S., packed in boxes or bbls	1	6	55 Clay, fire	4	10
20 Chests, bolting, K. D.	1		56 Clay, fire and brick, common or fire, mixed		10
21 Chickory, in bags, boxes or bbls	5	6	57 Cleaners, window in bundles, crates or boxes	1	
22 Chimney caps, iron or steel (not galvanized sheet iron) crated or boxed	4	7	58 Clippers, hair boxed	2	
23 China ware, in boxes	1		59 Clips, letter file, boxed	1	
24 China ware in bbls or casks	2		60 Clocks, boxed	1	
25 China ware in hampers NOT TAKEN			61 Clock cases, boxed	1½	
26 Chips, potato, Saratoga, in bbls or boxes	1		62 Clock signs, wood, boxed	1	
27 Chips, poker, boxed	1		63 Clock weights, boxed	2	
28 Chips, meerschaum, boxed	1		64 Closets, earth, loose	1½	3
29 Chips, quassia, boxed	2	4	65 Closets, earth, racked	1	3
30 Chocolate and all preparations thereof, except candy	2		66 Cloth, Brattice, in bales or rolls	4	5
31 Chocolate, common in cases, drums, pails, half bbls. and bbls, at agreed valuation of 7c lb		5	67 Cloth, emery	4	
32 Chromos, unframed, boxed	1		68 Cloth, filtering	2	
33 Chromos, framed, same as paintings and pictures			69 Cloth, hair, in bales or boxes	1	
34 Chutes, oat cleaning for stables, (C. L. min. wt. 16,000 lbs)	1½	3	70 Cloth, rubber	1	
35 Chutes, mail, boxed	1		71 Cloth, wire, released	4	5
36 Cider and cider syrup, in glass, boxed	1	5	72 Clothes lifters, in crates or cases	3	5
37 Cider and cider syrup, in glass, packed in bbls. or casks	3	5	73 Clothes line or cable, hollow wire, in boxes or bbls	3	4
			74 Clothes line props or supports, in bundles or crates	3	5
			75 Clothes lines, in packages	3	4
			76 Clothing, boxed	1	
			77 Clothing, oiled	1	

Classification—Continued.

C	L.C.L.	C. L.	C	L.C.L.	C. L.
1 Clothing in canvas bales, iron hooped.....	1½	.....	48 Condensers, steam.....	2	5
2 Cloves or clove stems.....	2	.....	49 Conduits, electrical insulation, iron.....	4	5
3 Coal in packages.....	4	.....	50 Conduits, electrical insulated, tarred felt or paper, in bundles, crates or boxes.....	2	4
4 Coal soft.....	.....	soft coal rates	51 Conduits, electrical insulating, terra cotta.....	4	5
5 Coal, cannel, in packages.....	4	.....	52 Conduits, indurated fiber, in bundles, crates or boxes.....	2	4
6 Coal, cannel.....	.....	6	53 Conduits, wooden, (creosoted lumber).....	3	5
7 Coal chutes, N. O. S. K. D.....	4	8	54 Confectionery and candy N. O. S.....	1	.....
8 Coal chutes, iron or steel, (for coal delivery wagons).....	4	5	55 Confectionery and candy, in glass packed.....	1	.....
9 Coal dumping tubs or buckets, iron.....	2	5	56 Confectionery and candy, in baskets, packed in cases.....	1	.....
10 Coal, hard, in bulk.....	.....	9	57 Confectionery and candy in pails or cases weighing not less than 25 lbs. each.....	3	.....
11 Coaline, in bbls.....	3	5	58 Confectionery and candy, in cases, drums or pails, at agreed valuation of 7c per lb.....	4	5
12 Coal saving compound, dry in boxes or bbls.....	4	5	59 Confectionery and candy in half bbls. or bbls. at agreed valuation of 7c per lb.....	4	5
13 Coal saving compound, liquid, in bbls.....	3	5	60 Contractors' or graders' outfit, including not to exceed ten horses and mules.....	.....	6
14 Coal vases, in crates or boxes.....	1½	.....	NOTE.—When cars contain horses or mules one man in charge will be carried free, and in such cases agents will use the Live Stock contract. No free return passage will be given.	.....	.....
15 Cobalt Oxide.....	1	.....	61 Controllers, electric motor.....	1	6
16 Cochineal.....	1	.....	62 Converters or transformers electric.....	1	4
17 Cocks, N. O. S.....	2	.....	63 Conveyor flights, wooden, in bags, boxes or bbls.....	3	5
18 Cocoa.....	2	.....	64 Convertors and fixtures, iron or steel, N. O. S.....	3	5
19 Cocoa or coating butter, in bags.....	1	.....	65 Conveyors, grain or portable wagon dump and elevator, complete including horse power and jack for dumping wagons K. D. in sections.....	3	6
20 Cocoa or coating butter, in wood.....	2	.....	66 Cookers, feed, steam, K. D. N. O. S.....	3	.....
21 Cocoanuts, in bags.....	2	6	67 Cooperage stock, N. O. S. in bundles or crates.....	4	.....
22 Coconut, dessicated, in glass, packed.....	1	3	68 Cooperage stock, N. O. S.....	.....	Lumber rate.
23 Coconut, dessicated, N. O. S.....	3	5	67 Coops, chicken, empty.....	4	.....
24 Coconut husks.....	3	8	70 Copper, bolts, nails rods, rivets, washers, sheet, plates, blanks, tubing, screws and flues.....	3	4
25 Coconut skin shavings or refuse in bags or bbls.....	3	6	71 Copper bottoms.....	3	4
26 Coffee, in single or double sacks.....	5	6	72 Copper, brass, bronze, or wall finishing metal powders in boxes.....	1	.....
27 Coffee, ground or roasted.....	5	6	73 Copper and brass foil or leaf, in boxes.....	1	.....
28 Coffee, condensed, in glass packed.....	1	3	.....	.....	.....
29 Coffee, condensed, in cans.....	5	6	.....	.....	.....
30 Coffee, extract or essence, in glass, packed.....	1	3	.....	.....	.....
31 Coffee, extract or essence, N. O. S.....	5	6	.....	.....	.....
32 Coffee mixtures or substitutes, N. O. S.....	5	6	.....	.....	.....
33 Coils, iron, for steam heating.....	3	5	.....	.....	.....
34 Coils, field dynamos or motor, boxed.....	1	4	.....	.....	.....
35 Coils, transformer, electric boxed.....	1	4	.....	.....	.....
36 Coke, in packages.....	4	9	.....	.....	.....
37 Coke.....	.....	9	.....	.....	.....
38 Coke, petroleum.....	4	9	.....	.....	.....
39 Coke dust.....	4	9	.....	.....	.....
40 Coloring, butter or cheese, in glass or jugs, boxed.....	1	4	.....	.....	.....
41 Coloring, butter or cheese, in kegs or bbls.....	2	4	.....	.....	.....
42 Combs, N. O. S. boxed.....	1	4	.....	.....	.....
43 Combs, curry in Boxes.....	3	.....	.....	.....	.....
44 Comforts, bed, in bales or cases.....	1	.....	.....	.....	.....
45 Compound core, liquid, for iron or brass foundries.....	4	6	.....	.....	.....
46 Compound, welding in boxes.....	3	.....	.....	.....	.....
47 Compound, welding, in bbls or casks.....	4	.....	.....	.....	.....

Classification—Continued.

C	L. C. L.	C. L.	C	L. C. L.	C. L.
1 Copper goods, N. O. S.	1		35 Corkwood (C. L., minimum wgt. 12,000 lbs.)	1	3
2 Copper, ingots (in bbls. or casks), bars, cakes, pigs, residue or slabs	3	4	36 Corn, pop, in the ear, in boxes, bags or bbls.	4	
3 Copper ore or copper matte, in bbls., boxes or sacks	4	9	37 Corn, pop, in the ear		6
4 Copper ore, copper matte, cakes, ingots, bars, pigs, residue or slabs, value not to exceed \$100.00 per net ton, to be limited by written agreement		9	38 Corn, pop, shelled, in pkgs	4	6
5 Copper oxide, in bbls.	4		39 Corn, popped, plain sugared or in balls	2	
6 Copper pipe, on reels or in rolls	3		40 Corn cakes, in boxes	2	
7 Copper pipe, in boxes or casks	3	4	41 Corn cobs, in packages	3	
8 Copper rolls, engraved or etched, boxed	1		42 Corn cobs		10
9 Copper rolls, N. O. S.	3	4	43 Corn cookers, steam, set up	1	
10 Copper scrap, in bales, boxes, bbls. or casks	3	9	44 Corn cookers, steam, K. D.	3	6
11 Copper stills and worms	D 1	6	44 Corn poppers, in boxes or crated	1	
12 Copper vessels, nickel-plated, in boxes, bbls. or casks	1		46 Corn stalk pith, in sacks, crates or cases	D 1	
13 Copper vessels, N. O. S., not nested, in boxes, bbls. or casks	1		47 Corsets	1	
14 Copper vessels, N. O. S., nested in boxes, bbls. or casks	2		47½ Corset or dress stays or steel, N. O. S.	1	
15 Copper or brass vessels, (except cauldrons and kettles), under 3 feet in diameter	1		48 Corset or dress stays or steel, not covered, in boxes or bbls.	2	
16 Copper or brass vessels, (except cauldrons and kettles), 3 feet and over in diameter	D 1		49 Corundum, in bags or b'xs	2	5
17 Copperas, in boxes, kegs, bbls. or casks	4	6	50 Corundum, in bbls. or c'ks	4	5
18 Copperas		6	51 Cosmoline, in glass, boxed	1	3
19 Copying pad baths, boxed, or boxed	2		51 Cosmoline, in cans, boxed	2	
20 Copying press stands, crtd. or boxed	2		51 Cosmoline, in barrels	3	
21 Copying press stands, not crated or boxed, not taken			52 Cotton, compressed in bales	5	
22 Cordage, in packages	3	4	53 Cotton, uncompressed or in bags	2	
23 Cord, bed, in packages	3	4	54 Cotton bats or batting	1	
24 Cork, ground or granulated, in bags or sacks (C. L., minimum weight 12,000 lbs.)	4	10	55 Cotton belting, in bales	2	6
25 Cork, ships and waste, in packages (C. L., minimum weight 12,000 lbs.)	4	10	56 Cotton binding, in bales or cases	1	
26 Cork, split, in bundles or boxes	1		57 Cotton lintens and regins, compressed in bags	4	
27 Cork fasteners, tin, in pkgs	2		58 Cotton lintens and regins, uncompressed or in bags	2	
28 Cork fastners, wire boxes or bbls	2		59 Ct'n pads or filling, in bales	1	
29 Cork handles, for bicycles, in boxes	1		60 Cotton seed hulls, motes or hull pulp, in bags	2	10
30 Cork pullers, boxed	1		61 Cotton seed hulls, motes or hull pulp, machine compressed, in bales	4	10
31 Cork seine floats, in pkgs	1		62 Ct'n s'd meal, same as flour		
32 Cork shavings, or curled cork, in packages	D 1	10	63 Cotton stalks	3	7
33 Cork oles, in packages	1		64 Cotton waste, in bags, sacks or uncompressed bales	1	
3 Corks	1		65 Cotton Waste, in compressed bales	4	
			66 Cotton, spool, boxed	1	
			67 Cracked wheat, in bulk, in sacks or bbls, same as flour		
			68 Cracker meal or dust, in packages	4	5
			69 Crackers (C. L., minimum weight 20,000 lbs.)	4	5
			70 Cracklings	4	6
			71 Cranberries, in boxes	2	4
			72 Cranberries, in bbls	3	4
			73 Cranberries, in bulk, P. P.		4
			74 Cranes, hand, steam railway or wrecking, on own wheels, actual weight of car, truck end contents to be charged for, minimum weight 30,000 lbs.		6

Classification—Continued.

C	L.C.L.	C. L.	C	L.C.L.	C. L.
1 Cranes, mail, railroad.....	2	.....	38 Curtain or shade exhibitors, boxed.....	1	.....
2 Cranes, water or railroad standpipe, K. D.....	4	5	39 Curtain or shade rollers, in bundles.....	3	5
3 Crates and boxes, berry, N. O. S.....	1	.....	40 Curtain or shade rollers, and end fixtures for same, in boxes.....	3	5
4 Crates and boxes, berry, nested (C. L., minimum weight 20,000 lbs.).....	1	9	41 Curtain or shade slats, in bundles or boxes.....	3	5
5 Crates, crockery, empty or with straw, P. P.....	D 1	.....	42 Curtains, bamboo, boxed.....	D 1	.....
6 Crates, crockery, empty, minimum weight 15,000 lbs.....	1	7	43 Cushions, buggy, carriage or wagon, in bales or cases	1	.....
7 Crates, N. O. S., empty.....	1	7	44 Cushions, Furniture, in bales or cases.....	1	.....
8 Crates, N. O. S., K. D., flat or folded flat, in bun- dles or crates.....	3	7	45 Cuspidors, N. O. S., packed in boxes or casks.....	1	.....
9 Crates, patent crockery, K. D. flat.....	4	.....	46 Cuspidors, earthen ware, packed.....	4	5
10 Creameries and coolers.....	2	6	47 Cuspidors, cast iron, deco- rated or enameled, in crates, cases, bbls. or casks	3	5
11 Cream tartar.....	3	4	48 Cuspidors, cast iron, N. O. S., in crates, bbls. or casks.....	4	5
12 Cremators.....	3	5	49 Cutch.....	3	5
13 Creosote in wood.....	4	9	50 Cutlery, plated, in packages	1	.....
14 Crockery and queensware and earthenware, N. O. S., packed.....	4	5	51 Cutlery (not plated, in pkgs	2	.....
15 Crockery and queensware and earthenware, N. O. S., in bulk, to be loaded by shipper and unloaded by consignee, O. R. B. released.....	.....	5	52 Cutters and holders, counter roll paper, N. O. S., crated and boxed.....	2	4
16 Crockery or earthenware, plumbers', packed.....	4	5	53 Cutters and holders, counter roll paper, K. D. flat, boxed.....	3	4
17 Crockery or earthenware, plumbers', in bulk, to be loaded by shipper and unloaded by consignee.....	.....	5	54 Cutters, tobacco plant, hand, boxed.....	1	.....
18 Crockery, combined earth- enware, tin and metal in boxes.....	1	4	55 Cutters, kraut, in crates or boxes.....	3	5
19 Crockery, combined earth- enware, tin and metal, in bbls. and casks.....	2	5	56 Cuttle fish or bone, in pkgs	2	.....
20 Crockery, broken (biscuit), in casks or hds.....	4	.....	57 Cutters, slaw, in crates or boxes.....	3	5
21 Crockery, broken (biscuit)	.....	6	58 Cylinders, dental, gas, empty.....	3	.....
22 Croquet sets, boxed (C. L., minimum wgt. 20,000 lbs.)	2	5	59 Cylinders, gas, for passen- ger cars.....	3	5
23 Crucibles.....	4	7	D		
24 Crucibles, broken.....	3	6			
25 Crutches, in crates or boxes	1	.....	60 Dairy spades, wooden, in crates or boxes (see wood articles).....	1	3
26 Cryolite (aluminum flux), in packages.....	4	.....	61 Dates, in glass, packed.....	4	5
27 Cryolite (aluminum flux).....	.....	6	62 Dates, N. O. S.....	3	.....
28 Crystal hardening, in bbls. or casks.....	4	6	63 Decoys, wooden, in crates or cases.....	3	.....
29 Curling irons, in boxes.....	2	.....	64 Deer heads, S. U., boxed or crated.....	D 1	.....
30 Currants, dried, in glass, packed.....	1	3	65 Densoline, in glass, boxed.....	1	3
31 Currants, dried, in bbls., casks or sacks, N. O. S.....	4	5	66 Densoline, in cans, boxed.....	2	.....
32 Currants, green.....	1	6	67 Densoline, in barrels.....	3	.....
33 Curtain or shade fixtures, N. O. S., crated or boxed	2	4	68 Dental goods.....	1	.....
34 Curtain poles, wooden, in bundles, wrapped or in crates or boxes.....	3	.....	69 Derricks and cranes, N. O. S.	2	5
35 Curtain poles, wooden.....	.....	5	70 Desiccated fish, meats and vegetables, in cans, boxed (see canned goods.).....	3	4
36 Curtain poles, wooden, and wooden trimmings, packed together, boxed or crated.....	2	4	71 Dextrine, in bags or bbls.....	3	4
37 Curtain poles, N. O. S., boxed.....	2	.....	72 Diamond wall finish.....	4	5
			73 Diaphragms, rubber (for car v. stubules), folded flat in bundles, boxes or crates.....	1	.....
			74 Dies, steel, N. O. S.....	1	.....
			75 Dies, crusher, plates and shoes, steel.....	4	5
			76 Diggers, post hole.....	3	5

Classification—Continued.

D	L.C.L.	C. L.	D	L.C.L.	C. L.
1 Disinfectants, dry, in glass, packed.....	1	3	37 Dry goods:		
2 Disinfectants, dry, in boxes, bbls. or casks.....	2	5	38 Dry goods, N. O. S., in bales or boxes.....	1	
3 Disinfectants, dry, in kegs, bbls. or casks.....	3	5	39 Dry goods as follows: Any of the following named articles (and remnants thereof), made wholly of cotton, when specific names of articles and name of shipper are plainly marked on outside of packages and stated in shipping receipt and bill of lading (marked or describing packages as containing "Cotton Piece Goods" will not be sufficient) viz: A w n i n g stripes; calicoes (64 square and under only); canton or cotton flannels, plain or dyed (not figured); canvas, cheese cloth, plain or dyed (not printed); corset jeans; cottonades; cotton duck; cotton warp; cotton yarn; crash (cotton); denims; domestic checks; domestic stripes (hickory shirting stripes) and cheviots (plain or napped on one side); domestic ginghams; drills; glazed cambrics; osenaburgs; sheetings, bleach'd and brown; tickings; window hollandes and shade cloth, plain, uncut and undecorated; in bales or boxes.....	3	
4 Disinfectant liquid, in glass, packed.....	1	3	40 All dry goods, except the articles above specifically named, will be classed as "Dry goods, N. O. S." the articles named will also be classified as dry goods, N. O. S., unless the above conditions are complied with. Any package containing articles of more than one class will be charged at the tariff rate for the highest class articles contained therein.		
5 Disinfecting liquid, in cans, jacketed.....	1		41 Jeans, cotton or Kentucky, in bales or cases.....	1	
6 Disinfecting liquid, in cans, boxed.....	2		42 Silesias, in bales or cases.....	1	
7 Disinfect'g liquid, in wood, N. O. S., P. P.....	2	5	43 Dust Arresters, galvanized iron.....	3t 1	6
8 Disks, pearl button, in boxes or bbls.....	1		44 Dust collectors.....	1	6
9 Dog benches (for exhibition purposes), K. D. flat or folded flat.....	3	5	45 Dust collectors, for threshing machines.....	1½	6
10 Dog Kennels, K. D. flat or folded flat, crated or boxed.....	3		46 Dust guards, wooden (for car journal boxes), in crates, boxes or bbls.....	3	5
11 Dolls, doll bodies or doll heads, in boxes.....	1		47 Dust pans, crated and bxd.....	2	4
12 Dolomite, in packages.....	4		48 Dye Stuffs, N. O. S.....	2	
13 Dolomite.....		6	49 Dye Woods, in stick.....	3	
14 Doors, glazed, released, common glass.....	4	Lumber rates.	50 Dye Woods, N. O. S., chipped or ground, in bags or bbls.....	3	5
15 Doors, storm, combined wood and iron, K. D. flat, crated or boxed.....	3	5	51 Dyes, aniline, in cases.....	1	3
16 Doors, wooden, N. O. S.....	4	Lumber rates.	52 Dyes, aniline, in kegs or bbls.....	2	3
17 Door checks, automatic, boxed.....	2		53 Dynamos.....	1	4
18 Door steps or base knobs, wooden, in packages.....	3				
19 Drawer equalizers, wooden, K. D. flat or folded, crated or boxed.....	3	5			
20 Dress forms, N. O. S.....	D 1				
21 Dress forms or dummies, wire, S. U., crated or boxed.....	D 1				
22 Dress forms or dummies, iron or wire, K. D. flat or folded flat, crated or boxed.....	1				
23 Dress forms of dummies, wire, not crated or boxed, not taken.....					
24 Drills, N. O. S., S. U.....	1				
25 Drills, N. O. S., boxed.....	2				
26 Drills, N. O. S., K. D.....	2	6			
27 Drill rods, iron or steel, same as machines and machinery, N. O. S.....					
28 Drills, hand, boxed.....	2				
29 Drills, twist (not drilling machines), boxed.....	2				
30 Drop black.....	2	5			
31 Drugs and medicines, N. O. S., in glass, packed.....	1	3			
32 Drugs and medicines, N. O. S.....	1				
33 Drums, toy, N. O. S., boxed.....	D 1				
34 Drums, toy, heads out, shells nested, boxed.....	1½				
35 Drying closets, laundry, hot air, including stoves for same, closets, K. D. and stoves crated.....	3				
36 Driers, laundry, gas heating.....	D 1				

Classification—Continued.

E	L.C.L.	C. L.	E	L.C.L.	C. L.
E					
1 Earth, Fullers', in boxes, bags or bbls.	4	6	39 Enamel, crude, (broken porcelain), in pkgs.	3	
2 Earth, infusorial.	3	5	40 Enameled ware, iron or steel, N. O. S., boxed.	1	4
3 Earthen chimney or flue pipes, caps, tops, bonnets or flue crocks.	4	7	41 Enameled ware, iron or steel, N. O. S., nested, bxd.	2	4
4 Earthenware images and figures (not statuary), packed in boxes. bbls. or casks.	1		42 Engines and boilers, loaded in box cars.	2	6
5 Eave troughs, galvanized iron or tin, nested, in crates or boxes.	3	5	43 Engines and boilers, requiring flat or gondola car.	1	6
6 Eave troughs, wooden, C. L., min. 20,000.	3	8	44 Engines, caloric or naptha (C. L. minimum weight 20,000 lbs.).	1	4
7 Eave trough hangers, wire compactly packed in boxes or bbls.	3		45 Engines, gas or gasoline.	2	6
8 Egg Albumen, in boxes or bbls.	3		46 Engines, hoisting.	2	6
9 Egg and food beaters, bxd.	2		47 Engines, oil burning.	1	
10 Egg comp'nd, in cans, bxd.	2		48 Engines, portable, loaded in box cars, actual weight.	2	6
11 Egg compound, dessicated, in drums.	2		49 Eng's, portable, on wheels, or on skids, requiring flat or gondola car, minimum weight 5,000 lbs. each, actual weight to be charged for if in excess of the min.	1	6
12 Egg preserving liquid, in cans.	2		50 Engines, stationary.	2	6
13 Egg preserving powder, in packages.	2		51 Engines, traction, min. wt. 10,000 lbs. each, min. C. L. weight 20,000 lbs.	3	6
14 Egg syrup, in bbls.	2		52 Engine tenders, for traction engines (two wheeled), wheels and poles detached, actual weight.	1	
15 Egg yolks, salted, in bbls.	2		53 Engravings, boxed, net invoice value not to exceed \$50 per package, to be so expressed in shipping receipt by shipper.	1	
16 Eggs, in baskets, or loose in bbls. or boxes.	D 1		54 Engravings, boxed, net invoice value exceeding \$50 per package. And an additional charge of 2½ per cent of the net invoice value, which net invoice value must be expressed in shipping receipt by shipper.	D 1	
17 Eggs, pkd. in barrels or bxs.	2	3	55 Engravings, when net invoice value is not expressed in shipping receipt by shipper, not taken.		
18 Eggs, in patent carriers.	2	3	56 Engraving boards, wooden, in the white, crated or boxed.	3	5.
19 Eggs and egg yolks, dried and powdered, in bbls.	2		57 Ensilage, same as feed, ground.		
20 Eggs, crystallized, in bbls.	2		58 Envelopes, in cases.	1	3
21 Eggs, fish (caviar).	4		59 Evaporators, N. O. S.	D 1	4
22 Eggs, frozen, in cans, shipped in refrigerator cars, O. R. L. and weather, or released.	2	3	60 Evaporators, fruit.	1½	4
23 Elastic webbing.	1		61 Evaporators, fruit, K. D. flat and crated.	2	4
24 Electric light hoods, iron, nested, in packages.	2	5	62 Evaporators and steamers, feed.	3	5
25 Electric street lamp hoods, attached to frames, not nested, in packages.	1½		63 Evaporators, sugar, S. U.	1½	
26 Electro-dissolvent fluid, in wood.	4	6	64 Evaporators, sugar, K. D., Min. C. L. wt. 20,000 lbs.	2	
27 Electro-dissolvent fluid, in cans, jacketed.	3	6	65 Evaporators, tank, water, C. L.		10
28 Electro-dissolvent powder.	3	6	66 Evergreens, in bundles, P. P.	1½	
29 Electrotpe boxes.	2	5	67 Evergreens, in bales or boxes, P. P.	1	
30 Electrotpe plates, boxed.	2		68 Evergreens, P. P.		5
31 Embalming fluids, in glass or jugs, boxed.	1	3			
32 Embalming fluids, in kits or pails, loose.	4				
33 Embalming fluids, in kits or pails, crated, boxed, or packed in bbls.	4				
34 Embalming fluids, in bbls. or kegs.	4				
35 Emery, in bags or boxes.	2	5			
36 Emery, in kegs, bbls. or casks.	4	5			
37 Emery wheels, in boxes or barrels.	2	4			
38 Enamel (for watch faces), in packages.	1				

Classification—Continued.

K	L.C.L.	C.L.	F	L.C.L.	C.L.
1 Excavators and pond or road scrapers, on wheels, S.U.	3	6	38 Fans, folding	1	.....
2 Excavators and pond or road scrapers, wheels detached	3	6	39 Fans, palm leaf or Japanese N.O.S.	1½	.....
3 Excavators and pond or road scrapers, without whls. S.U.	3	6	40 Fans, water motor	1	.....
4 Excavators and pond or road scrapers, witho't whls. K.D	3	6	41 Faucets, brass or pewter, in boxes or bbls.	2	.....
5 Excavators and pond or road scrapers	.....	6	42 Faucets, iron, in bxs. or bbls	3	.....
6 Excelsior, in bales (C.L., minimum wt. 20,000 lbs.)	2	8	43 Faucets, wood, in boxes or barrels	3	.....
7 Exhaust pipes, galvanized iron, loaded in box cars	1½	6	44 Faucet blocks, wooden, in the white	4	5
8 Exhaust pipes, heads, galvd iron, requir'g flat or gondola car, min. wt. 4000 lbs. each	1	6	45 Feather beds and pillows, boxed	D1	.....
9 Explosives, high, taken only by special agreement	.....	.....	46 Feather dusters, in boxes	1	.....
10 Extract, bark, N. O. S., dry, in boxes	3	5	47 Feather trimmings, in cases	D1	.....
11 Extract, bark, in glass, pkcd in boxes or bbls.	2	4	48 Feathers, in cases	D1	.....
12 Extract, bark, tanners', in barrels or casks	3	5	49 Feathers, pressed in bales or sacks	1½	.....
13 Extract, beef, in glass or earthenware, packed	1	3	50 Feathers, minimum weight 12,000 lbs.	2	.....
14 Extract, beef, in cans, boxed	4	5	51 Feed, chop or ground, in bbls. or sacks	5	.....
15 Extract, beef, in bulk, in bbls	4	5	52 Feed, chop or ground	.....	Gr'n tariff
16 Extract, hop, pk'd in cases	1	3	53 Feed, chop or ground, in bulk, 15,000 lbs. or over	5	.....
17 Extract, logwood, in glass, packed	1	3	54 Feed, chop or ground, in bulk less than 15,000 lbs. not taken	.....	.....
18 Extract, logwood, in wood	3	5	55 Feed, chop or ground, in sacks, 2,000 lbs. or over, 20: above C. L. rate	.....	.....
19 Extract, malt, pk'd in cases	1	5	56 Feldspar	4	6
20 Extract, malt, in barrels or iron drums	2	5	57 Felt, N. O. S., in bales or cases	2	3
21 Extract, root beer, in glass, packed	1	3	58 Felt, boiler, N.O.S.	3	5
22 Extract, smoke, liquid, in glass, packed	1	3	59 Felt, boiler, hair, in rolls or bales, C. L. minimum wt. 20,000 lbs.	2	5
23 Extract, witch hazel, in glass, packed	1	3	60 Felt, roofing, in rolls, bundles or crates	4	9
24 Extract, witch hazel, in carboys	1	3	61 Felt clippings, pressed in bales (Rule 7 not to apply)	3	5
25 Extract, witch hazel, in wood	2	4	62 Felt pipe covering, N.O.S.	3	5
26 Extract, wood, tanners', in bbls. or casks	3	5	63 Felt pipe covering, hair in rolls or bales (C. L. minimum weight 20,000 lbs.)	2	5
27 Extracts, N.O.S.	1	.....	64 Fencing, N.O.S., wire, O. R. of wet or rust or released	.....	.....
28 Extracts, liq. N.O.S. in wood	2	4	65 In rolls and gates in bbls	4	5
29 Extract, liquid, for dyeing, in wood	3	5	66 In panels, loose	2	5
30 Extracts, wood or bark, N. O.S., dry, in boxes	3	5	67 Crated	3	5
31 Extractors, oil, grease and dirty water, bxd. or crated	2	6	68 With steel posts and tubular railing, in rolls or bundles	4	7
32 Extractors, honey and wax, boxed	1	.....	69 Fencing, wire, consisting of "ornamental strip," "wire fence board," and wire panel in rolls and wire netting (not wire cloth), O. R. of wet and rust or released, in rolls	4	5
F			70 Fence, wooden, in sections	1	7
33 Facings, coal or foundry (not plumbago) in barrels or sacks	4	9	71 Fencers' foils, boxed	1	.....
34 Facings, plumbago, in bags, boxes, kegs or bbls.	3	4	72 Fencing, combination wire and wood	4	8
35 Facing, plumbago, in casks	4	5	73 Fenders, iron, coppered, boxed or crated	1	.....
36 Fans, electric, boxed	1	.....	74 Fenders or guards, street car	3	6
37 Fans, exhaust, or blowers, iron	2	5			

Classification—Continued.

F			F		
I.C.L.			L.C.L.		
C. L.			C. L.		
1 Ferro Maganese.....	4	.....	39 N.O.S., min. wt. 6,000 lbs. each.....	1	24,000 lbs.
2 Ferro Maganese, per gross ton, 2,240 lbs., same as 2,000 lbs.....	5	.....	40 Hand, N.O.S.....	D1	
3 Ferro Silicon, C. L., gross ton 2,240 lbs. same as 2,000 lbs.....	4	5	41 Steam, min. wt. 8,000 lbs each.....	1	
4 Ferrules, iron or steel in packages.....	3	.....	42 Steam, hand.....	D1	
5 Fertilizers, N.O.S. in bags or bbls.....	4	10	43 Fire engines (or mounted pumps), without boxes, loaded in box car.....	D1	
6 Fertilizers, N.O.S.....	.....	10	44 Hook and ladder trucks, and water towers (used by fire departments for throwing water into high buildings):		
7 Fertilizers, tobacco, compressed in bales or sacks.....	4	10	45 S.U. min. wt. 8,000 lbs. each		
8 Fibre, bamboo, pressed in bales.....	2	4	46 Wheels taken off, loaded in box cars.....	3t 1	
9 Fibre, bass, pressed in bales	3	.....	47 Chemical fire pails (tin, glass lined, or galvanized iron):		
10 Fibre or cellulose, cocoa, in bags or sacks, (C.L.), min. weight, 20,900 lbs.....	3	4	48 In crates.....	1	
11 Fibre or yarn, cocoa, in rolls or pressed in bales.....	3	4	49 Nested, with covers closely packed.....	2	
12 Fibre, grass, N.O.S. press'd in bales.....	2	.....	50 Fire alarm boxes, boxed or crated.....	2	
13 Fibre, palm or palmetto, pressed in bales.....	2	4	51 Fire escapes, iron:		
14 Fibre, pine, pressed in bales.....	2	4	52 Fire escapes, iron, with or without water pipe, in sections, not over 15 feet in length, in bundles, boxes or crates.....	3	5
15 Fibre, vulcanized, in pkgs.....	3	.....	53 N.O.S.....	1	
16 Fibre, wood, chemical.....	4	7	54 Fire extinguishers, O.R.L. or released.....	1	
17 Fibre ware, indurated, same as similar articles manufactured of wood.....	3	.....	55 Chemical powder, boxed.....	1	
18 Fiberoid, in packages.....	1	3	56 Hand grenade, boxed.....	1	3
19 Figs, in glass, packed.....	4	5	57 N.O.S.....	1	
20 Figs, N.O.S.....	3	.....	58 Fire extinguishing fluid, N.O.S., O.R.L., or released:		
21 Files or rasps, iron or steel, boxed.....	2	5	59 In barrels or casks.....	4	5
22 Filter press plates.....	1	5	60 In cans, jacketed.....	1	
23 Filters, N.O.S.....	2	5	61 Hose bridges, K.D., in bbls	3	
24 Filters, boiler cleaning.....	1	.....	62 Figures or letters, enameled or porcelain (not signs) bxd	1	
25 Findings, shoe and leather, N.O.S. in packages.....	1	.....	63 Fire kindlers, bxd. or crat'd	4	7
26 Fir pillows, in bales.....	1	.....	64 Fire works, well and securely packed.....	D1	
27 Firearms, boxed.....	1	.....	65 Fire proofing.....	4	6
28 Firearm implements, N.O.S., boxed.....	1	.....	66 Fish, desicated.....	5	6
29 Fire crackers, well and securely packed.....	D1	.....	67 Fish, fresh or frozen, P.P.C L., min. wt. 20,000 lbs.....	1	3
30 Fire apparatus, O.R.B., C., fire and weather or released:			68 Fish, herring, smoked, in boxes or kegs.....	5	6
31 Carriage, hose (four wheel, including hose wagons with chemical engine attachment, loaded in box car, 3,000 lbs each.....	1	.....	69 Fish, pickled or salted, N.O.S., in packages.....	5	6
32 Carts, hose, horse, loaded in box car, 2,000 lbs. each.....	1	.....	70 Fish, salted, in paper packages, packed in boxes.....	5	6
33 Loaded on flat car.....	1	.....	71 Fish, smoked, in packages.....	5	6
34 Hand, loaded in box car.....	D1	6 Min. weight	72 Fish sounds or bladders, in bags, boxes or bbls.....	1	
35 Horse and hand, K. D., boxed or crated, loaded in box car.....	D1		73 Fishing poles, in bundles, P.P.....	D1	
37 Engines, fire, chemical, hand, actual weight.....	D1		74 Fishing poles.....		3
38 K. D., boxed or crated, loaded in box car.....	1½		75 Fishing rods, jointed, in bxs	1	
			76 Fishing tackle.....	1	
			77 Fixtures, electrical, N.O.S. boxed.....	1	3
			78 Fixtures, gas, in bxs. or bbls	2	

Classification—Continued.

F	L.C.L.	C. L.	F	L.C.L.	C. L.
1 Flaggs, coopers', in b'd's, bales, or crates (C. L., min. wt. 20,000 lbs.)	1	6	36 Fluxal, in bbls. or casks	4	6
2 Flags, mounted or unmt'd, in paper p'kg's or b'dies	1½		37 Fenugreek seed meal, in boxes or bbls.	1	
3 Flags, mounted or unmounted, boxed	1		38 Fog signals or railroad torpedoes, boxed	1	
4 Flag sticks, wooden, in bundles, crates or boxes	3	5	39 Food, animal or poultry, prepared in packages	3	5
5 Flax, in boxes or bales	2		40 Food, bird, in bags, boxes or bbls.	2	3
6 Flax, in bales; minimum weight 20,000 lbs.		8	41 Food, dog, glass, boxed	1	3
7 Flax moss or flax straw, in boxes or bales	2	10	42 Food, dog, in bags, boxes or bbls.	3	5
8 Flax moss or flax straw, in bales, min. wt. 20,000 lbs.		10	43 Food, milk, in glass or earthenware, packed	1	
9 Fleshings	4	5	44 Food, milk in cans, boxed	2	
10 Flint, ground	4	6	45 Food, nerve	1	3
11 Floats, cork sein, in p'kg's	1		46 Food, prepared, N. O. S.	1	
12 Floats, wooden, for fish n'ts	3		47 Food and egg beaters, b'x'd	2	
13 Floral d-signs, artificial or natural, dried, in cases	D 1		48 Foot warmers or heaters, metal, in crates, boxes or bbls.	1	
14 Flour, in bbls., 200 lbs. per bbl.		Wheat Tariff Rates.	49 Foot warmers, soapstone	3	5
15 Same, in cotton sacks, O. R. wet and waste, actual weight	4		50 Foots, molasses or oil	4	5
16 Same in paper sacks, O. R. of wet and waste, actual weight	4		51 Forges, portable	2	
17 Flour, buckwheat, in sacks or barrels, O. R. of wet and waste	4		52 Fossil meal, in bags	3	5
18 Flour, in barrels or sacks, 2,000 lbs. or over, 20 per cent above C. L. rate, O. R. of wet or waste	4		53 Fossils, in rock, boxed	1	
19 Note.—The amount of charges on a weight of less than 2,000 lbs. shall not exceed the charges on 2,000 lbs.			54 Foundry flasks, wooden	3	7
20 Flour, any kind, in barrels, boxes or drums, O. R. of wet and waste	4		55 Fountains, fountain figures, vases, or statuary, iron	2	4
21 Flour, corn, O. R. or wet and waste	4		56 Fountains, fountain figures, vases or statuary, metal, N. O. S.	1	
22 Flour, potato, in sacks or bbls, actual weight, O. R. of wet and waste	4		57 Fountains, soda, fixtures and parts, boxed	1	
23 Flour, prepared or self-raising, in paper packages, packed in boxes or bbls., O. R. of wet and waste	4		58 Frames, blind, door, sash and window	4	Lumber Rates
24 Flour, rye, O. R. or wet and waste	4		59 Frames, buck saw, S. U.	1	5
25 Flour bins and sieves, combined, tin, cr'ted or b'xed, C. L., min. wt. 12,000 lbs.	1½	4	60 Frames, buck saw, K. D., boxed or crated	3	5
26 Flour bins and sieves, combined, wooden, wrapped, crated or boxed, C. L., min. wt. 12,000 lbs.	1½	4	61 Frames, circular saw, and frames for saws	1½	
27 Flowers, artificial, in cases	D 1		62 Frames, door screen, wooden, without wire cloth	4	Lumber Rates
28 Flowers, natural, dried pressed, in cases	1		63 Frames, honey comb, wood, K. D. flat, in bundles, boxes or crates	3	9
29 Flue lining (clay), O. R. B.	4	10	64 Frames, packing (paper), iron packages	4	5
30 Flues, brass	3	4	65 Frames, packing (paper), wooden, in bbls. or crates	3	5
32 Flues, earthen	4	6	66 Frames, picture or looking glass	1	3
33 Flues, iron	4	5	67 Frames, picture, with glass, boxed	1	
34 Flour spar	4	9	68 Frames, plush, iron or steel, in packages	3	
Fluters, boxed	2		69 Frames, sewing machine, completely K. D. flat, boxed or racked	3	6
			70 Frames, soap (hand trucks) S. U.	1	
			71 Frames, soap (hand trucks) K. D.	3	
			72 Frames, valise or satchel, wrought iron, packed in cases	3	

Classification—Continued.

F	L.C.L.	C. L.	F	L.C.L.	C. L.
1 Frames, door and window screen, N. O. S., (C. L., min. wt. 20,000 lbs.).....	4	Lumber Rates	33 Chair bases, iron, in p'kges.		5
2 Frames, window screen, wooden, without wire cloth.....	4	Lumber Rates	34 Chair seats, cane or rattan, in blds, crates or boxes.....		6
3 Fringe, N. O. S., in bales or cases.....	1		35 Chair seats, fibre-board, crated or boxed.....		6
4 Froes, coopers', iron, boxed.....	2		36 Chair seats, perforated, crated or boxed.....		6
5 Fruit, candied, in glass, packed.....	1		37 Chair seat frames, wooden in blds, crates or boxes.....		4
6 Fruit, dried or evaporated, in glass, packed.....	1	3	38 Chair stock or stuff, N. O. S., in the white, K. D. (parts not joined together)		6
7 Fruit, dried or evaporated, N. O. S.....	4	5	39 Chair stuff, N. O. S., in the rough.....		6
8 Fruit, green, N. O. S., O. R., P. P. or guaranteed....	2	6	40 Chair stuff, cane, rattan or willow.....		6
9 Fruits, green, in straight or mixed C. L., of grapes, peaches, pears or plums, min. wt. 20,000 lbs.....		6	41 Church furniture, K. D., as follows: Alters, pew backs, chancel rails, mouldings, pew ends, pulpit seats, etc., min. wt. 10,000 lbs.....		4
10 Fruit driers, galvanized.....	D 1		42 Cots, min. wt. 10,000 lbs.....		4
11 Fuel or stove cartridges, boxed.....	1		43 Cot frames, wooden, in the white, K. D. folded or flat.....		5
12 Fuel composition, in bricks or cakes, in bags, boxes, kegs or bbls.....	3	5	44 Cradles or cribs, wooden, K. D. flat, min. wt. 10,000 lbs.....		4
13 Fullerine, in bbls.....	1	4	45 Cupboards, wooden, min. wt. 10,000 lbs.....		4
14 Fur goods, N. O. S., in bales or boxes.....	D 1		46 Desks, N. O. S., min. wt. 10,000 lbs.....		4
1 Furnaces, cupola, iron.....	3	5	47 Desks, K. D., min. wt. 10,000 lbs.....		4
1 Furnaces, heating, iron.....	3	5	48 Furniture, new, all kinds, N. O. S., min. wt. 10,000 lbs.....		4
17 Furnaces, plumber's blast.....	1		49 Furniture, vault or office, iron or steel, consisting of filing cabinets or cases, shelving, counters and roller book shelves, crated or boxed.....		4
18 Furnace parts, iron (not castings).....	1	5	50 Furniture frames, N. O. S., min. wt. 10,000 lbs.....		4
19 Furnace pipe and fittings heating, galvanized iron or tin, not nested, crated or boxed.....	1½	5	51 Furniture stock or stuff, wooden, N. O. S., in the white.....		5
20 Furnace pipe and fittings, heating, galvanized iron or tin, n'ted, cr't'd or bxd.....	1	5	52 Furniture stock or stuff, wooden, N. O. S., in the rough, including boards or pieces of lumber glued together edgewise.....		6
21 Furniture and furniture stock or stuff:			53 Hearths, iron, marble, slate or stone, crated or boxed.....		5
22 Furniture, new, or furniture stock or stuff, at owner's risk of rubbing, chafing or ordinary breakage, when in car loads (rule 7 not to apply), as follows, viz:			54 Hearths, loose, not taken.....		
23 Bed slats.....		8	55 Lounge frames, N. O. S., min. wt. 10,000 lbs.....		4
24 Beds, folding, min. wt. 12,000 lbs., N. O. S.....		2	56 Lounge frames, K. D. flat, min. wt. 10,000 lbs.....		4
25 Beds, mantel folding, min. 12,000 lbs.....		3	57 Mantels, marble, slate, stone or terra cotta, crated or boxed.....		6
26 Bedsteads, iron, brass or wood, min. wt. 16,000 lbs.....		6	58 Mantels, wood, crated or boxed, min. wt. 16,000 lbs.....		6
27 Car seats, N. O. S., min. wt. 10,000 lbs.....		3	59 Mantels, loose, not taken.....		
28 Car seats, K. D.....		4	60 Mattresses, woven wire, min. wt. 10,000 lbs.....		4
29 Castors or castor wheels, furniture in boxes, bbls or casks.....		4	61 Refrigerators, min. wt. 16,000 lbs.....		7
30 Chairs, N. O. S., S. U., min. wt. 10,000 lbs.....		4			
31 Chairs, N. O. S., K. D., min. wt. 10,000 lbs.....		4			
32 Chairs, camp or theatre, min. wt. 10,000 lbs.....		4			

Classification—Continued.

F	L.C.L.	C. L.	F	L.C.L.	C. L.
FURNITURE—Continued.			FURNITURE—Continued.		
1 Refrigerator stock or stuff, in the white, K. D.		7	NOTE.—Bed slats, in bundles, crates or boxes, will be rated at the classification provided therefor, either when shipped with bedsteads, or as a separate shipment.		
2 Safes, kitchen, minimum weight 12,000 lbs.		7			
3 School desks and seats, S. U., min. weight 10,000 lbs.		4	28 Bedsteads, bamboo, K. D. flat, crated or boxed.	D1	1
4 School desks and seats, K. D. or folded, min. weight 10,000 lbs.		4	29 Bedsteads, brass.	1	2
5 School desk castings, min. weight 10,000 lbs.		4	30 Bedsteads, iron.	2	2
6 School furniture, K. D. or or folded, min. weight 12,000 lbs.		4	31 Bedsteads, K. D., N. O. S.		
7 Settees, iron, min. weight 12,000 lbs.		4	32 Book cases, N. O. S., wrapped, crated or boxed.	1½	2
8 Settees, wooden, N. O. S., min. weight 10,000 lbs.		4	33 Book cases, entirely taken apart and K. D. flat, wrapped, crated or boxed.	2	2
9 Settees, wooden, completely K. D., min. wt. 10,000 lbs.		4	34 Book cases and desks, combined, same as book cases.		
10 Spring beds, N. O. S., min. weight 10,000 lbs.		4	35 Book cases and fold'g beds, combined, same as beds, folding.		
11 Spring beds, K. D., min. weight 10,000 lbs.		4	36 Book racks, bamboo, crated or boxed.	3ti	1
12 Springs, furniture, wire, coiled, in bundles, boxes or bbls.		5	37 Bureaus, N. O. S., wrapped, crated or boxed.	1	2
13 Tables, N. O. S., min. weight 16,000 lbs.		6	38 Bureaus, entirely taken apart and K. D. flat, wrapped, crated or boxed.	2	1
14 Tables, K. D., flat, crated or boxed, min. wt. 16,000 lbs.		6	39 Bureau glass frames, in bundles, crates or boxes.	1	3ti
15 Table leaves, tops, wooden, legs, slides and supports, raked, crated or boxed, min. weight 16,000 lbs.		6	40 Cabinets, bamboo, S. U., crated or boxed.	3ti	D1
16 Table stuff, wooden, N. O. S., in the white, min. weight 16,000 lbs.		6	41 Cabinets, bamboo, K. D., flat, crated or boxed.	D1	1½
17 Table stuff, wooden, N. O. S., in the rough, min. weight 16,000 lbs.		6	42 Cabinets, kitchen, N. O. S.		2
18 Towel racks, iron or iron and wood combined, in boxes or bbls.		5	43 Cabinets, kitchen, entirely taken apart and K. D. flat, in bundles, crates or box's.	2	D1
19 Towel racks, wooden, in boxes or bbls.		5	44 Cabinets, parlor, N. O. S., wrapped, crated or boxed.	D1	1
20 Tripods, min. weight 10,000 lbs.		4	45 Car seats, S. U., wrapped, crated or boxed.	1	2
21 Wardrobes, K. D., min. weight 10,000 lbs.		4	46 Car seats, K. D., wrapped, crated or boxed.	2	2
22 Weights, iron, for folding beds.		6	47 Car spring seat sections, coiled wire, crat'd or box'd.	2	3
23 Furniture, new, or furniture stock or stuff, at owner's risk of rubbing, chafing or ordinary breakage, when less than carloads, as follows, viz.:			48 Castors or castor wheels, furniture, in boxes, bbls. or casks.	3	1½
24 Beds, folding, N. O. S., wrapped, crated or boxed.	1½		49 Cedar chests, wrapped, crated or boxed.		D1
25 Beds, folding, entirely taken apart and K. D. flat, wrapped, crated or boxed.	2		50 Chairs or stools, S. U., N. O. S., wrapped, crated or boxed.	D1	2
26 Beds, mantel, folding, wrapped.	1		51 Chairs or stools, N. O. S., K. D. flat, in bundles, crates or boxes.		3ti
27 Bed slats (see note), in bundles, crates or boxes.	3		52 Chairs or stools, bamboo, rattan, reed or willow, wrapped, crated or boxed.		D1
			53 Chairs, barber, dental, folding, reclining or surgical, S. U., wrapped, crated or boxed.		

Classification—Continued.

F	L.C.L.	C. L.	F	L.C.L.	C. L.
FURNITURE—Continued.			FURNITURE—Continued.		
1 Chairs, barber, dental, folding, reclining or surgical, K. D. or folded, wrapped, crated or boxed.....	2	.....	27 Chiffoniers, wrapped, crat'd or boxed.....	1	.....
2 Chairs, camp or theatre, wrapped, crated or boxed.....	1	.....	28 Chiffoniers and fold'g beds combined, N. O. S., wrapped, crated or boxed.....	1½	.....
3 Chairs, cane or split seat, S. U.....	1½	.....	29 Chiffoniers and fold'g beds combined, entirely taken apart and K. D. flat, wrapped, crated or boxed.....	2	.....
4 Chairs, cane, splint or veneer seat, tops and legs separated and nested, tied in bundles.....	1	.....	30 Chiffoniers and wardrobes combined, wrapped, crated or boxed.....	1½	.....
5 Chairs, combined chair and step ladder, S. U.....	1	.....	31 China cases or closets, wrapped, crated or boxed.....	1½	.....
6 Chairs, combined chair and step ladder, K. D., in bundles.....	2	.....	32 China closet and sideboard combined, wrapped, crated or boxed.....	1½	.....
7 Chairs, iron, S. U., wrap'd, crated or boxed.....	1	.....	33 Church furniture, S. U., as follows: Altars, pew backs, chancel rails, mouldings, pew ends, pulpit seats, etc.....	1½	.....
8 Chairs, iron, K. D., crated or boxed.....	3	.....	34 Same, K. D.....	2	.....
9 Chairs, leather seat (not upholstered), S. U., wrap'd, crated or boxed.....	D1	.....	35 Commodes, wrapped, crated or boxed.....	1	.....
10 Chairs, office, revolving, tops detached from bases, wrapped, crated or boxed.....	1½	.....	36 Cots, K. D. or folded, in bundles, crates or boxes.....	2	.....
11 Chairs, rocker (not spring rocker chairs), with rockers detached, same as chairs, S. U.....		.....	37 Cradles or cribs, brass, S. U.....	D1	.....
12 Chairs, spring rocker, with bases detached and pack'd inside of seats, or with backs and arms detached and pack'd inside of seats, in bundles wrapped or crated.....	2	.....	38 Cradles or cribs, brass, K. D., in bundles, crates or boxes.....	2	.....
13 Chairs, veneer or wood seat, S. U.....	1½	.....	39 Cradles or cribs, N. O. S., S. U.....	D1	.....
14 Chairs, veneer or wood seat, top and legs separat'd and nested, tied in bundles.....	1	.....	40 Cradles or cribs, N. O. S., K. D. or folded, in bundles, crates or boxes.....	2	.....
15 Chair bases, iron, in pkgs.....	3	.....	41 Cribs, bamboo, S. U., crated or boxed.....	3t1	.....
16 Chair frames, iron.....	D1	.....	42 Cribs, bamboo, K. D., flat, crated or boxed.....	D1	.....
17 Chair frames, spring rocker, with bases detached and packed inside of seats.....	1½	.....	43 Cupboards, wooden, S. U., wrapped or crated.....	1½	.....
18 Chair frames, wooden, N. O. S.....	3t1	.....	44 Desks, N. O. S., wrapped, crated or boxed.....	1½	.....
19 Chair frames, wooden, K. D. flat.....	1	.....	45 Desks, K. D., wrapped, crated or boxed.....	1	.....
20 Chair seats, barber, wooden, in the white, crated or boxed.....	2	.....	46 Desks and folding beds combined, S. U.....	1½	.....
21 Chair seats, cane or rattan, in bundles, crates or boxes.....	2	.....	47 Desks and folding beds combined, K. D.....	2	.....
22 Chair seats, fibre-board, crated or boxed.....	2	.....	48 Dressing cases, wrapped, crated or boxed.....	1	.....
23 Chair seats, perforated, crated or boxed.....	3	.....	49 Dressing cases and folding beds combined, S. U.....	1½	.....
24 Chair seat frames, wooden, in bundles, crates or boxes.....	3	.....	50 Dressing cases and folding beds combined, K. D.....	2	.....
25 Chair stock or stuff, N. O. S., in the white, K. D. (parts not join'd together) in bundles or crates.....	3	.....	51 Easels, bamboo, crated or boxed.....	D1	.....
26 Chair stuff, cane, rattan or willow.....	3	.....	52 Easels, N. O. S., wrapped, crated or boxed.....	1½	.....
			53 Easels, wooden, in the white, K. D. flat or folded, wrapped, crated or boxed.....	3	.....
			54 Footstools, wrapped, crated or boxed.....	1	.....
			55 Furniture, bamboo, rattan, reed or willow, N. O. S.....	3t1	.....
			56 Furniture, brass, N. O. S., S. U.....	3t1	.....

Classification—Continued.

G	L.C.L.	C. L.	G	L.C.L.	C. L.
1 Ginger ale, in glass or earthenware, well packed in barrels or boxes.....	3	5	GLASS AND GLASSWARE <i>Continued.</i>		
2 Ginger ale, in wood.....	3	5	External measurement of package exceeding 5½ ft. in length, loaded in box car; carriers' liability limited to 25 cents per square foot.....		
3 Ginseng.....	1		29 Not so limited.....	D1 3tl	3
4 Glass and glassware:			30 External measurement of package 5½ feet and under in length, loaded in box car; carriers' liability limited to 15 cents per square foot.....	1 1½	3
5 Battery jars, glass, in packages.....	2	5	31 Not so limited.....	1½	3
6 Beer glasses, N. O. S., in packages (C. L., min. wt. 16,000 lbs.).....	2	3	32 When of such size as to require flat car, released (see note below).....	8tl	3
7 Beer mugs, glass, with side handles, in packages.....	2	5	33 Plate glass, boxed, O. R. B. or released:		
8 Butter crocks, glass, in packages, (C. L., minimum wt. 16,000 lbs.).....	2	3	34 In packages exceeding 20 feet, united measurement—length and width added—(see note below); carriers' liability limited to 25 cents per square foot.....	3tl 4tl	3
9 Chimneys, glass, in packages.....	2	4	35 Not so limited.....		3
10 Creamery jars, glass, naked, packed, in bulk, min. wt. 16,000 lbs.).....		3	36 In packages not exceeding 20 feet united measurement—length and width added—carriers' liability limited to 15 cents per sq. foot.....	1 1½	3
11 Demijohns.....	D1	4	37 Not so limited.....		
12 Demijohns, naked, in packages.....	1		38 Glass, rolled cathedral, comprising all varieties of cast or rolled colored glass, not framed or leaded.....	3	5
13 Demijohns, naked, packed, in bulk, min. wt. 16,000 lbs.....		3	39 Glass, roofing and floor.....	4	5
14 Demijohns, in boxes or casks.....	1		40 Glass, rough or ribbed, for skylights, floorlights, vault covers and pavements, also moulded or pressed floorlights.....	4	5
15 Floor lights, glass.....	4	5	41 Glass, sheet (or cylinder) bent, boxed.....	2	4
16 Fruit and milk jars, glass, and tops in packages (C. L., min. wt. 20,000 lbs.).....	3	5	42 Glass, shock, same as glass looking.....		
17 Glass, broken or cullet, in packages.....	4	9	43 Glass, window, colored, enameled or ground, same as glass, window, com.....		
18 Glass, cathedral, framed or leaded, in packages.....	1	3	44 Glass, window, common, over 80 united inches in dimensions.....	3	7
19 Glass, chipped or crystalline.....	3	7	45 Glass, window, com., N. O. S., 80 united inches and under in dimensions.....	4	7
20 Glass, chipped or crystalline over 80 united inches in dimensions.....	3	7	46 Note—"United inches" means the length and breadth of package added together.....		
21 Glass, chipped or crystalline, 80 united inches and under.....	4	7	47 Glasses, looking, framed, boxed, 5 feet or over in length of box.....	D1	3
22 Glass, decorated and embossed or etched.....	1		48 Glasses, looking, framed, boxed, under 5 feet in length of box.....	1	3
23 Looking glasses and mirrors, including detached back bar or sideboard mirrors, boxed, O. R. B. or released: External measurement of package exceeding 5½ feet in length loaded in box car; carriers' liability limited to 25 cents per square foot.....	D1 3tl	3	49 Glassware, cut, in packages.....	D1	
24 Not so limited.....		3	50 Glassware, N. O. S., in packages.....	2	4
25 External measurement of package 5 feet and under in length, loaded in box car; carriers' liability limited to 15 cents per square foot.....	1	3	51 Globes or bulbs, electric light, glass in packages, (C. L., min. wt. 16,000 lbs.).....	D1	3
26 Not so limited.....	1½	3			
27 When of such size as to require flat car, released (see note below).....	3tl	3			
28 Mirror plate glass and shock glass, boxed, O. R. B., or released:					

NOTE—Shipments loaded on open cars are subject to a minimum charge equal to that for s., at first class rate, for each car used. Maximum charge provided by rule 12 to be ad.

Classification—Continued.

G	L. C. L.	C. L.	G	L. C. L.	C. L.
GLASS AND GLASSWARE					
—Concluded.					
1 Globes, lantern, glass, in packages, (min. weight, 16,000 lbs.)	2	4	34 Glycerine, in glass, packed.	1	3
2 Globes, street lamp, glass, in packages, (C. L. min. weight 16,000 lbs.)	1	3	35 Glycerine, in tin, boxed or jacketed	2	3
3 Lamps and lamp founts, cut glass, in packages	DI		36 Glycerine, in barrels or drums	3	4
4 Lamps and lamp founts, N. O. S., in packages	1		37 Golf clubs	1	
5 Lamps and lamp founts, wholly of glass, not decorated (see note) in packages	2	3	38 Government supplies:		
NOTE—The collar on the lamp will not affect the classification, but no other attachments, fixtures, trimmings, shades or ornaments will be included in the above rating.			39 Ordnance stores, N. O. S.	2	
6 Lens, glass, for spectacles, boxed	1		40 Q'masters' stores, N. O. S.	2	
7 Meat pots and jars, glass, in packages	2	5	41 Governors, steam, boxed	2	6
8 Milk crocks, glass, in packages (C. L. min. weight 16,000 lbs.)	2	3	42 Graders, road, on wheels, S. U.	3	6
9 Paper weights, glass, in boxes or barrels	2		43 Graders, road, wheels detached	3	6
10 Pendants, glass, in boxes (C. L. min. wt. 16,000 lbs.)	2	3	44 Graders, road, without wheels, S. U.	3	6
11 Prism lights, glass, framed, wired or lead	1		45 Graders, road, without wheels, K. D.	3	6
12 Prism lights, not framed or leaded	3	5	46 Road grader blades	3	
13 Reflectors, glass, in packages (C. L. min. weight 16,000 lbs.)	1	3	47 Grain, in barrels and bulk, (see special tariff)		
14 Shades, glass, N. O. S., packed in boxes, barrels or casks (C. L. min. wt. 16,000 lbs.)	1	3	48 Grain in bulk, 15,000 lbs. and over	5	
15 Shades, lamp, glass, N. O. S., in packages (C. L. min. wt. 16,000 lbs.)	1	3	49 Grain in bulk, less than 15,000 lbs. not taken		
16 Signs or show cards, glass, boxed	1		50 Grain in sacks or barrels	5	See special tariff.
17 Siphons, mineral water, glass, in packages	2	4	51 Grain screenings, same as the grain from which screened		
18 Tumblers, glass, (not goblets) in packages	2	5	52 Granite iron ware, N. O. S., boxed	1	4
19 Vases, glass, in packages	1		53 Granite iron ware, nested, boxed	2	4
20 Globes, geographical, p'ked in boxes	1		54 Grape cuttings or grape vines, in bundles, boxed	3	
21 Gloves, boxing, boxed	DI		55 Grape pomace	5	
22 Gloves and mittens	1		56 Graphite or graphite ore, in bags, boxes, kegs or bbls.	3	4
23 Gloves, husking, boxed	1		57 Graphite or graphite ore, in casks	4	5
24 Glucose, in kegs, barrels or casks	4	5	58 Graphophones, in boxes, crates or barrels	1	3
25 Glucose, feed, in bags or barrels	5		59 Grass, sea or prairie, pressed in bales	1	5
26 Glucose, feed		10	60 Grasses, dried, in boxes or casks	1	
27 Glue, in boxes or bags	3	5	61 Grasses, dried, N. O. S., pressed in bales	1	4
28 Glue in barrels or casks	4	5	62 Gravel (soft coal rates)		
29 Glue, liquid, in cans, p'ked in boxes or barrels	2	5	63 Grease, axle, in buckets, cans or kits	3	5
30 Glue, liquid, in glass, p'ked in boxes or barrels	2		64 Grease, axle, in barrels or boxes	4	5
31 Glue, liquid, in kegs, half barrels, barrels or casks	4	5	65 Grease, rod or wax, in barrels	4	5
32 Glue stock, sizing or scraps in barrels, bales or sacks	4		66 Grease, Kalon, in wood	4	5
33 Glue stock, sizing or scraps		9	67 Grease, N. O. S., in buckets, cans or kits	3	5
			68 Grease, N. O. S., in boxes, barrels	4	5
			69 Grease, rosin, in wood	4	8
			70 Grease eradicator, in tin, packed in cases	2	
			71 Girdles, asbestos, in boxes or barrels	2	
			72 Griddles, soap stone	3	5
			73 Grindstones, incl'ding pulp grinding stones loaded in box cars	4	
			74 Grindstones, requiring flat or gondola car, min. wt. 4,000 lbs. each	1	
			75 Grindstones		7
			76 Grindstones, mounted	2	7

Classification—Continued.

G	L.C.L.	C. L.	H	L.C.L.	C. L.
1 Grindstones and grindstone frames, K. D., flat or folded flat, securely crated or boxed	4		41 Hair, in bulk, not taken.		
2 Grindstone fixtures, N. O. S., in boxes, bbls. or casks	3		42 Hair, curled, in bales or rope	D1	
3 Grindstone frames, without grindstones, S. U.	1		43 Hair, human, in packages.		
4 Grindstone frames, K. D. and tied in bundles.	4		44 Hair crimpers or curlers, N. O. S., in packages.	2	
5 Grindstone frames, K. D., with grindstones		7	45 Hair pins.	2	
6 Grits, in packages	4	5	46 Hammers, in boxes, bbls. or casks	3	
7 Groceries, N. O. S.	1		47 Hammocks, in bales.	1	3
8 Guano, in bbls. or bags.	4		48 Hammock stands, iron.	1	
9 Guano		6	49 Hammock spreaders or supports, wooden, crated or boxed	3	4
10 Gum, almadina or tuno, in packages	3	4	50 Hampers, not nested	4t1	
11 Gum, camphor, in packages	2	3	51 Hampers, nested	3t1	
12 Gum, chewing, in glass, packed	1		52 Hams, artificial, for advertising purposes, in crates, boxes or bbls.	1	3
13 Gum, chewing, in cases or bbls	3		53 Handles, iron or wire, N. O. S., in packages.	3	
14 Gum, chicle, in bags or bbls.	3	4	54 Hangers, clothing, wooden, boxed	2	
15 Gum, copal, demar, kowrie, sandaric or shellac, in packages	3	4	55 Hangers, house door, in packages	3	5
16 Gum, dextrine, in bags or bbls	3	4	56 Hanger tracks, barn door, iron or steel.	4	5
17 Gum, pontianac, in packages	3		57 Hanger tracks, house door, in packages	3	5
18 Gums, N. O. S.	1		58 Hardware, etc.		
19 Guns, rifles and other firearms.	1		59 NOTE—All articles of iron or steel manufacture, when fitted, painted, japanned, bronzed, coppered, acid coppered, plated, tinned, galvanized, or when joined together in the rough, will be considered as hardware and classified accordingly, unless otherwise specified in the classification.		
20 Gun barrels, boxed.	1		60 Hardware, N. O. S.	3	
21 Gun or rifle cleaners, boxed	1		61 Harness and saddlery:		
22 Gun cotton, taken only by special agreement.			62 Halters, in boxes or bbls.	2	
23 Gun implements, N. O. S., boxed	1		63 Hames, in bundles.	2	6
24 Gun stocks, finished, in packages	2		64 Hames, in boxes.	3	6
25 Gun stocks, in the rough, in bundles, crates or boxes.	3		65 Hame sticks, in the white, in bundles	3	
26 Gun stocks, in the rough.		5	66 Hame sticks, in the white, in crates or boxes.	4	
27 Gun wads.	2	4	67 Hame sticks, in the white.		5
28 Gutta Percha, in bales.	3		68 Hame sticks, in the rough.		6
29 Gutta Percha goods	1		69 Harness hardware	4	
30 Gutting, copper or tin.	1	4	70 Harness, in bales or boxes.	2	
31 *Guts, in kegs	4	8	71 Harness makers' wax, in boxes or bbls.	3	
32 *Guts, hog or beef, in half-bbls., bbls. tierces.	4	9	72 Horses stitching.	1	2
33 Gymnastic apparatus, K. D., boxed or crated.	1		73 Saddles, in bales or boxes.	3	
34 Gypsum, in bags or bbls.	5	8	74 Saddletrees	2	
35 Gypsum		8	75 Saddlery, boxed, N. O. S.	2	
			76 Stirrups, wooden.	3	5
H			77 Whips, in bales	1½	
36 Hair, N. O. S., in sacks or cases	1		78 Whips, boxed.	1	
37 Hair, N. O. S., in bbls.	2		79 Whip sockets, N. O. S., in boxes or barrels	1	
38 Hair, N. O. S., in paper sacks, compressed in bundles	3		80 Whip sockets, iron, in bbls. or boxes.	3	
39 Hair, N. O. S., compressed in bales	3				
40 Hair, as enumerated above, minimum weight 20,000 lbs.		5			

*See casings.

Classification—Continued.

H	L.C.L.	C. L.	H	L.C.L.	C. L.
HARDWARE—Concluded.			38 Antelope, deer or elk skins, dry, in bales, minimum weight 14,000 lbs. (Rule 7 not to apply).....		2
1 Whip stocks, rawhide, in bds., boxes or barrels	2	5	39 Antelope, deer or elk skins, green salted, in bundles...	3	5
2 Whip stocks, wooden.....	3		40 Buffalo or goat robes, in bales	1	
3 Whips, not baled, not taken.			41 Calf skins, dry, loose or in bundles or sacks, C. L., minimum weight 12,000 lbs. (Rule 7 not to apply)	1	2
4 Collar pads, in bales or boxes (C. L., minimum weight 16,000 lbs.)	2	3	42 Calf skins, dry, pressed in bales (C. L., minimum weight 20,000 lbs.)	1	4
5 Collars, horse, in sacks or bales	1		43 Calf skins, green, in bundles.	4	6
6 Hasps, hasp hooks, and hasps with hooks attached iron or steel, in boxes, kegs or bbls.	4	5	44 Cattle switches, in bales or boxes	2	5
7 Hassocks, in bbls. or boxes or wrapped	1		45 Cattle tails, dry, in bales ..	2	
8 Hatchets, boxed	3		46 Cattle tails, green salted, in bundles, bales or bbls.	4	5
9 Hats and caps, in racks or crates	D1		47 Coney, nutria and rabbit skins, dry, in bundles or bales	1	
10 Hats and caps, N. O. S., in boxes	1		48 Dog skins, green, pickled, in bundles	3	5
11 Hats and caps, fur, in boxes	1		49 Furs, peltries or skins, compressed in bales, or in boxes, as follows: Badger, bear, beaver, fisher, fox, lynx, marten, mink, muskrat, oposum, otter, raccoon, skunk, wildcat and wolf, etc., and imported dog and sheep skins.....	D1	
12 Hat bodies, in boxes, same as hats			50 Fur scraps or cuttings, same as furs, peltries or skins.		
13 Hat roundings, in bags, sacks or crates	2		51 Goat skins, dry, in bundles or bales (C. L., minimum weight 20,000 lbs.)	1	4
14 Hat roundings, in machine pressed bales, minimum 12,000 lbs. (Rule 7 not to apply)	3	7	52 Goat skins, green, pickled, in bundles	3	6
15 Hatters furs, in cases	D1		53 Goat and sheep skins, pickled, in bbls.	4	
16 Hay pressed in bales (C. L., minimum weight 20,000 lbs.) (Rule 7 not to apply)	1	9	54 Goat or sheep skins, pickled		6
17 Hay caps, strawboard or wood pulp	1	5	55 Hides, beef, calf or horse, green, in bundles	4	6
18 Heading and heading bolts	4	9	56 Hides, dry, loose, or in bundles or sacks (C. L., minimum weight 20,000 lbs.) ..	1½	6
19 Head lights, N. O. S.	D1		57 Hides, dry, pressed in bales (C. L., minimum weight 20,000 lbs.)	1	6
20 Head lights, boxed or securely crated	1		58 Hide pates or scraps, in bbls., bales or sacks	4	
21 Headlinings, wooden, in bundles or crates	4		59 Hide pates or scraps		5
22 Headlinings, wooden		9	60 Hog skins, dry, in bundles or sacks	1	6
23 Hearths, iron, marble, slate or stone, boxed	3		61 Hog skins, dry, pressed in bales	2	6
24 Hearths, iron, marble, slate or stone, crated or boxed		5	62 Hog skins, green, in bundles	4	6
25 Hearths, loose, not taken.			63 Hog skins, pickled, in bbls.	4	
26 Heaters, car, electric, boxed	1		64 Hog skins, pickled		5
27 Heaters and lamps, combined, boxed	1		65 Porpoise hides, green salted in packages	3	6
28 Heaters, feed water	3	5	66 Seal skins, pickled, in bbls. or casks	1	
29 Heaters, hot water, iron ..	3	5	67 Sheep pelts or sheep skins, dry, in bundles or bales ..	1	
30 Heaters, steam jacket	2	6			
31 Hektographs, boxed	1				
32 Hektograph compound, in tin, packed in cases	2				
33 Hemp in bales (C. L., minimum weight 20,000 lbs.) ..	4	7			
34 Hemp carpeting	2				
35 Herbs, dried—sage, summer savory, catnip, peppermint, tansy, marjoram, or any other kind. N. O. S., in packages (C. L., minimum weight 12,000 lbs.) ..	1	3			
36 Hides, furs, pelts, robes and skins, as follows, viz.:					
37 Antelope, deer or elk skins, dry, in bales	1½				

Classification—Continued.

H	L.C.L.	C. L.	H	L.C.L.	C. L.
HIDES, FURS, PELTS, ROBES AND SKINS—Continued.			40 Hops, N. O. S.	2	
1 Sheep pelts or sheep skins, dry, loose or in packages, min. wt. 20,000 lbs. (Rule 7 not to apply)		4	41 Hops, N. O. S., in bales (C. L., minimum weight 14,000 lbs.)	2	
2 Sheep pelts or sheep skins, green, pickled, in bbls.	3		42 Hops, in burlap bales, lined with oil cloth or tarpaulin (C. L., minimum weight 14,000 lbs.)	2	3
3 Sheep pelts or sheep skins, green, pickled		5	43 Hop tea, in glass, packed ..	1	3
4 Sheep pelts or sheep skins, green, salted, in bbls.	3		44 Horn pith	4	9
5 Sheep pelts or sheep skins, green, salted		5	45 Horn strips, in boxes	1	
6 High explosives, taken only by special agreement ..			46 Horn tips or ends, in packages ..	4	
7 Hods, brick or mortar, iron, steel or wooden	2	6	47 Horn tips or ends		9
8 Hods, coal, iron (not coal vases)	2	5	48 Horns, elks', S. U., boxed or crated	D1	
9 Holders, coin, boxed	1		49 Horns, elk, unmounted, boxed or crated	1	
10 Holders, book, and parts, boxed	2		50 Horns, in packages	4	9
11 Hollow ware, stove, iron (plain or enameled)	3	5	51 Horses, builders' wood, K. D. flat or folded flat ..	3	5
12 Holly branches, in bbls., P. P.	1½	7	52 Hobby horses, not crated or boxed	D1	3
13 Holly branches, in bales or boxes, P. P.	1	7	53 Hobby horses, N. O. S., crated or boxed	1	3
14 Holly branches, P. P.	4	7	54 Hobby horse material, wooden, in the white, K. D. flat, in bundles, crates or boxes	3	5
15 Hominy	1	3	55 Horses, display (not hobby horses), boxed	1½	
16 Honey, in glass	1		56 Hose, rubber, canvas or leather, loose	1	4
17 Honey, in pa-teboard or paper boxes, either loose or in packages, not taken ..			57 Hose, rubber, canvas or leather, in bales or crates ..	2	4
18 Honey, in tins, boxed or in wood	4	5	58 Hose, rubber, canvas or leather, in boxes	3	4
19 Hoof dressing, in glass, packed in cases	1		59 Hose reels, S. U.	1½	
20 Hoof dressing, in tin boxes or cans, packed in cases ..	2		60 Hose reels, K. D., packed ..	1	
21 Hoof stuffing, N. O. S.	3	5	61 Hose reels, lawn	1	3
22 Hoof stuffing, in bulk, in tubs, kegs, ½-bbls. or bbls.	4	5	62 Hosiery, in cases	1	
23 Hoofs, in packages	4		63 Household goods and second-hand furniture, carriers' liability limited to \$5.00 per 100 lbs. in case of loss or damage and so declared on shipping ticket or bill of lading by shipper, prepaid or guaranteed ..	1	
24 Hoofs		9	64 Household goods and second-hand furniture, prepaid or guaranteed (not released)	1½	
25 Hooks, cant or peavies, in bbl., box or crates	3	8	65 Household goods and second-hand furniture, carriers' liability limited to \$5.00 per 100 lbs. in case of loss or damage and so declared on shipping ticket or bill of lading by shipper, prepaid or guaranteed, min. wt. 20,000 lbs. (Rule 7 not to apply)		7
26 Hooks, fishing	1		66 Household goods and second-hand furniture, prepaid or guaranteed, min. wt. 20,000 lbs. (Rule 7 not to apply—not released) ..		6
27 Hooks, gas pipe, iron, in boxes, kegs or bbls.	4	5			
28 Hooks, shoe button, N. O. S., in packages	2				
29 Hooks, shoe button, iron or steel in packages	3				
30 Hooks and eyes, boxed	1				
31 Hoops, barrels, coiled, N. O. S.	4				
32 Hoops, barrel, coiled, nested, in bundles	4				
33 Hoops, shaved, in bbls.	4				
34 Hoops, truss, bent into circles, in bundles	4				
35 Hoops, truss, in straight strips, in bundles	4				
36 Hoops, N. O. S.	4	9			
37 Hoop poles	4	9			
38 Hoop and stove bolts	4	9			
39 Hoop skirts	1				

Classification—Continued.

H	L.C.L.	C. L.	I	L.C.L.	C. L.
1 NOTE.—The above rating carloads will include not to exceed ten head of live stock. When a car contains horses, mules or cattle, one man in charge will be carried free, and in such cases agents will use the live stock contract. No free return passage to be given. With other live animals, man in charge to pay full fare.			24 Injectors, steam or water, boxed	2	
2 NOTE.—Live poultry, in coops or crates, forming part of and accompanying shipments of household goods, will be charged for at classified rating of household goods.			25 Ink, in cans	2	
3 Houses, model, small, S. U., crated, loaded in box cars.	1½		26 Ink, in wood	3	
4 Houses, portable, K. D., in bundles	3	7	27 Ink, in earthenware or paper bottles, packed	2	4
5 Houses, smoke, portable, sheet iron, S. U., crated	1½		28 Ink, in glass, O. R.	1	4
6 House movers' materials, consisting of capstans (second-hand), chains, jackscrews, pulleys, ropes, heavy timbers, wooden rollers, etc.	4	6	29 Ink, printing, in cans, bxd.	3	
7 Husks, corn, in bales	3		30 Ink, printing, in bbls.	4	
8 Husks, corn, min. weight 20,000 lbs. (Rule 7 not to apply)	3	9	31 Ink, harness, in tin cans, boxed	2	
I			32 Ink pads, in cases, boxed ..	1	
9 Ice, P. P.	1		33 Inkstands, r wells, N.O.S., boxed	2	
10 Ice furnished by shippers for preservation of freight in carloads loaded in refrigerator cars, not exceeding 3,000 lbs. for each car used, will be carried free.		10	34 Insect destroyers, N.O.S.	1	4
11 Ice			35 Insect liquid, N.O.S.	1	4
12 Ice cream freezers (C. L., min. weight 16,000 lbs.) ..	1	3	36 Insoles, wooden, in boxes ..	1	
13 Ice shavers, S. U., boxed ..	1		37 Instruments and fixtures, electrical, N.O.S., boxed ..	1	3
14 Ice shavers, K. D., and bxd.	2		38 Instruments, surgical, bxd.	1	
15 Images and figures, bronze or metal, packed in bxs., bbls., or casks	1		39 Insulators, po celain, in boxes, bbls. or casks	4	5
16 Images and figures (not statuary), clay, earthenware, plaster of paris, terra cotta or wood, packed in bxs., bbls. or casks.	1		40 Iron and steel articles manufactured of same.		
17 Incubators, bxd. or crated ..	1		NOTE.—When the articles are over twenty (20) feet in length (allowing six additional inches when in packages), are too wide to be loaded in a box car, unless otherwise provided, such shipments shall be charged at actual weight and class rate for each article, except that the minimum charge on each shipment shall be 1,000 lbs. at first class rate, and this minimum shall apply whether the articles are loaded in a box, stock, gondola or other car.		
18 Incubators		6	41 Anchors, N. O. S.	4	5
19 Indicators, speed, boxed ..	1		42 Anchors, bldg., wright iron.	4	5
20 Indigo	1		43 Angle iron	4	5
21 Indurated fibre ware, same as similar articles manufactured of wood.			44 Anvils and vises	4	5
22 Ingot moulds, iron	4	6	45 Armor plate, iron or steel ..	4	5
23 Ingot mould staples, iron or steel	4	5	46 Axe polls, iron in the rough	4	5
			47 Axles, iron or steel, N.O.S.	4	6
			48 Axles, car	4	6
			49 Axles, locomotive	4	6
			50 Bag holders, in boxes	2	
			51 Band iron	4	5
			52 Bar iron or steel	4	5
			53 Beams, iron	4	6
			54 Billets, blooms and ingots, iron or steel	4	
			55 Billets, blooms and ingots, iron or steel (see note), per gross ton 2,240 lbs. same as 2,000 lbs.		9
			NOTE.—The foregoing classification of billets and blooms will apply only upon such unfinished material as is intended to be re-rolled and can be transported in open cars without damage from exposure to weather.		

Classification—Continued.

I	L. C. L.	C. L.	I	L. C. L.	C. L.
IRON AND STEEL—Continued.			IRON AND STEEL—Continued.		
and which are covered by the following description: Billets and blooms, the combined measurement of the width of the four sides of each being not less than fourteen (14) inches; also billets in less sizes than the above named, provided that they are square (not round, flat or oval), the weight of each being not less than 150 lbs.			26 Castings, iron, broken	4	6
1 Blowers, rotary, iron	2	5	27 Castings, malleable iron, N. O. S., same as castings, iron, N. O. S.		
2 Boiler flues or plates	4	5	28 Cattle guards, iron or wood	4	5
3 Boiler iron	4	5	28½ Cattle guards, clay	4	9
4 Bolts, bridge or barge iron, 12 inches and over in length, loose	4	6	29 Ceiling, iron, in boxes, bundles or rolls	4	5
5 Bolts, nuts, rivets, staples or washers, iron, in bxs or kgs	4	6	30 Ceiling mouldings, iron, nest'd solid in crat's or bxs	4	5
6 Box straps, iron, steel or wire, in packages	4	5	31 Centreplates, car, iron or st'l	4	5
7 Braces, extension, iron or steel, for supporting excavations, loose	3	5	32 Chain or chain cable, iron, made of less than ¾ inch iron, loose	3	5
8 Braces, extension, iron or steel, for supporting excavations, in packages	4	5	33 Chain or chain cable, iron, made of ¾ inch iron or over, loose	4	5
9 Brake beams, iron	4	5	34 Chain or chain cable, iron, in packages	4	5
10 Brake shafts or rods, iron	4	5	35 Chain belting, iron or steel	4	5
11 Brake shoes, iron	4	6	36 Chairs, railroad, iron	4	6
12 Bridge iron	4	6	37 Clamps, iron, boxed	4	5
13 Bumpers, iron	4	5	38 Clamps, flexible, in boxes	3	
14 Buoys, iron, N. O. S.	2	5	39 Clevises, iron or steel, for plows, cultivators, wagons, etc., in packages	4	6
15 Buoys, iron, requiring flat or gondola car, minimum weight 4,000 lbs. each	1	5	40 Cocks, iron	4	6
16 Butts, iron, in packages	4	6	41 Columns, iron, N. O. S.	4	6
17 Car bol-ter bearings, iron or steel in packages	4	5	42 Cores, iron, empty	4	5
18 Car bolster caps, iron or steel	4	5	43 Corners, iron, car	4	5
19 Car couplers, automatic, iron	4	5	44 Cornices, galvanized iron, complete in sections, S. U. crated	3½	3
20 Car coupler knuckles, iron or steel	4	5	45 Cornices, galvanized iron complete, K. D., nested and boxed or crated	1	3
21 Car steps, iron or steel in crates or boxes	3	5	46 Cornice's, mold'ns, galvanized iron, K. D., nested and crated	2	3
22 Car wheels, paper or iron, loose or attached to axles	4	6	47 Cornice ornaments, stamped metal, nested and boxed or crated	2	3
23 Castings, etc.			48 Corrugated iron	4	5
NOTE—All articles of iron or steel, when shipped in the rough and not put together, fitted, painted, japanned, bronzed, coppered, acid coppered, plated, tinned or galvanized, and not otherwise specified in the classification, will be considered as castings, and classified accordingly.			49 Corrugated or galvanized sheet iron	4	5
24 Castings, iron or steel, N. O. S., securely wired together in bundles, weighing less than 15 lbs per bundle	1	6	50 Cotton ties, iron	4	6
25 Castings, iron or steel, N. O. S.	4	6	51 Cotton tie buckles, in bbls. or boxes	4	6
			52 Cresting, galvanized iron, packed flat in crates or boxes	4	5
			53 Cresting, iron, in bxs or bbls	4	5
			54 Crop ends (consisting of crop ends of rails, beams, angles, skelp, billets, blooms or muck bar), iron or steel, in packages	4	
			55 Crop ends (consisting of crop ends of rails, beams, angles, skelp, billets, blooms or muck bar), iron or steel, per gross ton 2,240 lbs., same as 2,000 lbs.		6
			56 Crowbars, iron or steel	4	5
			57 Drawbars, iron	4	6
			58 Drawheads, iron	4	6
			59 Drums, casks or tubes, iron, empty	3	6
			60 Dumb bells, iron, in crates, boxes or bbls.	4	5
			61 Elbow joints and T's, iron or steel	4	5

Classification—Continued.

	L. C. L.	C. L.	I	L. C. L.	C. L.
IRON AND STEEL—Continued.			IRON AND STEEL—Continued.		
1 Fence posts, iron, cast or wrought.....	4	6	39 Hydrants and valves, iron.....	4	7
2 Fence, steel picket, K. D., in bundles.....	4	5	40 Ingot moulds, iron.....	4	6
3 Fencing and railing, iron, N. O. S.....	3	5	41 Ingot moulds staples, iron or steel.....	4	5
4 Fencing and railing, iron, N. O. S., K. D., in bundles.....	4	5	42 Iron agate ware, N. O. S.....	1	4
5 Fencing and railing, wrought iron, in panels.....	4	5	43 Iron agate ware, nested, boxed.....	2	4
6 Fencing, expansive, iron or steel.....	3	5	44 Iron shoes, horse, combined iron and rubber, in kegs or boxes.....	4	.....
7 Fifth wheels, loose or tied in bundles.....	2	.....	45 Iron, enameled, in sheets or plates, boxed.....	3	4
8 Fifth wheels, packed in bbls or boxes.....	4	.....	46 Iron mass (purifying material).....	4	6
9 Fifth wheels.....	.....	5	47 Iron rings, for protecting thread of iron pipe, in bundles or bbls.....	4	.....
10 Fire place linings, iron, loose.....	1	5	48 Iron, sulphate of, in boxes or kegs.....	2	.....
11 Fire place linings, iron, crated or boxed.....	3	5	49 Iron, sulphate of, in bbls. or casks.....	4	6
12 Fire plugs, iron.....	4	7	50 Journal boxes and covers, car, iron or steel.....	4	5
13 Fish plates, railroad.....	4	5	51 Journal bearings, in boxes, bbls. or casks.....	4	5
14 Flanges, wheel, iron, in bbls.....	4	6	52 Ladles, iron or steel.....	3	.....
15 Flasks, iron, boxed.....	3	.....	53 Lamp posts, iron.....	4	5
16 Forgings, carriage, iron or steel, N. O. S., finished, painted, japan'ed, bronzed, coppered, acid coppered, plated, tinned or galvanized, in bxs, kgs. or bbls.....	3	.....	54 Lathing, iron or steel, in bundles.....	4	5
17 Forgings, carriage, iron or steel, N. O. S., in rough, not painted, japanned, bronzed, coppered, acid coppered, plated, tinned or galvanized, in boxes, kegs or bbls.....	4	.....	55 Links and pins, iron.....	4	5
18 Frames or sills, window or door, iron.....	4	.....	56 Locks, iron or steel (see note), in packages.....	3	.....
19 Frogs, railroad.....	4	5	NOTE—This classification will not apply upon shipments of locks having either brass, bronze, copper, or nickel or silver plated trimmings or fixtures.		
20 Fronts, iron, architectural.....	4	6	57 Mandrels or cones, iron or steel, N. O. S.....	4	5
21 Galvanized iron.....	4	5	58 Mantels, fronts, frames or fenders, iron.....	1	5
22 Gas pipe, iron.....	4	7	59 Mantels, fronts, frames or fenders, iron, crated or boxed.....	3	6
23 Grates, iron.....	3	5	60 Mattocks, N. O. S., in pkgs.....	4	.....
24 Grate bars, iron, N. O. S.....	4	6	61 Mattocks, iron or steel without handles, in bundles.....	4	.....
25 Hasps, hasp hooks and hasps with hooks attached, iron or steel, in boxes, kegs or barrels.....	4	5	62 Mattocks, iron or steel, without handles, in boxes, bbls. or casks.....	4	5
26 Hay bands, iron or wire, in bundles.....	4	6	63 Mauls, iron, in bundles.....	3	.....
27 Hearths, iron, boxed.....	3	.....	64 Mauls, iron, in boxes, bbls. or casks.....	4	.....
28 Hearths, iron, crated or bxd.....	.....	5	65 Measures, iron, not nested, in crates.....	1	6
29 Hearths, iron, loose, not taken.....	.....	.....	66 Measures, iron nested, in crates.....	2	6
30 Hinges, iron, bronzed, in packages.....	2	.....	67 Mill dogs, iron.....	2	.....
31 Hinges, iron or steel, in bxs, kgs, bbls. or casks.....	4	6	68 Muck or puddle bars.....	4	.....
32 Hinges, iron or steel, securely wired together in bundles, weighing 15 lbs. or over per bundle.....	4	5	69 Muck or puddle bars, per gross ton 2,240 lbs., same as 2,000 lbs.....	4	9
33 Hinges, spring, iron or steel, in bxs, bbls. or casks.....	4	5	70 Nail plate, iron or steel.....	4	5
34 Hinges, N. O. S., in bxs.....	2	.....	71 Nail rods, iron.....	4	.....
35 Hitching posts, iron (statues or images), crated or bxd.....	2	.....	72 Nail rods, iron, per gross ton 2,240 lbs., same as 2,000 lbs.....	.....	5
36 Hitching posts, iron, N. O. S.....	4	5	73 Nails or spikes, iron, wire or steel, in boxes or kegs, actual weight.....	4	8
37 Hoop iron.....	4	5	74 Nails, horse shoe or finishing, iron or steel, in boxes.....	4	8
38 Horse, mule or ox shoes, in bxs. or kgs., actual weight.....	4	5			

Classification—Continued.

I	L. C. L.	C. L.	I	L. C. L.	C. L.
1 IRON AND STEEL— <i>Cont'd.</i>			40 Posts, fence, sh't iron, loose		
2 Nails, iron or steel, in bags.	3	5	or in bundles.		5
3 Nuts, iron, in boxes or kegs.	4	6	41 Pulleys, iron.	3	6
4 Nut locks, iron, in pckgs.	4	6	42 Pulley castings, in rough.	3	6
5 Oxide of iron (iron rust), in			43 Pulley hangers, iron.	3	6
kegs, barrels or casks.	4	9	44 Pyrites, iron.	4	9
6 Pails, garbage, galv. iron.	3	4	45 Railing, iron, N. O. S.	3	7
7 Pans, dripping, galv. iron,			46 Railing, iron, N. O. S., K. D.		
in crates or boxes.	3	5	in bundles.	4	7
8 Pans, dripping, sheet iron,			47 Railing, wrought iron, in		
nested and tied with wire	4	5	panels.	4	7
or marine.	4	5	48 Railroad iron, N. O. S.	3	5
9 Pans, dripping, sheet iron,			49 Rail brace, iron or steel.	4	5
nested, crated or boxed.	4	5	50 Rail straighteners, iron,		
10 Pans, iron or steel, N. O. S.,			with handles, loose.	3	
not nested, crated or bxd.	3	5	51 Rail straighteners, iron,		
10 Pans, iron or steel, nested.	3	5	with handles, in crates.	4	
11 Pans, iron or steel, nested,			52 Rail tongs, iron or steel.	3	
in boxes or barrels.	4	5	53 Rails, mining.	4	9
12 Pans or skillets, iron or steel,			54 Rails, old or new, or rail		
nested.	3	5	ends.	4	
13 Pans or skillets, iron or steel,			55 Rails, old or new, or rail		
nested, in boxes or bbls.	4	5	ends, per gross ton 2,240		
14 Pedestals, iron, architectural.	4	6	lbs, same as 2,000 lbs.		9
15 Picket pins, malleable iron			56 Rivets, iron, in box. or kgs.	4	8
in bundles.	2	5	57 Rivets, iron, coppered, in		
16 Picket pins, malleable iron,			boxes or kegs.	4	6
in boxes or bbls.	4	5	58 Rods, nail, iron.	4	
17 Picket points, iron or steel,			59 Rods, nail, iron, per gross		
in boxes, kegs or bbls.	4	5	ton 2,240, same as 2,000 lbs.		5
18 Picks, iron or steel, loose.	3		60 Roll scale, in packages.	4	
19 Picks, iron or steel, in box's			61 Roll scale, per gross ton,		
or bbls.	4	5	2,240, same as 2,000 lbs.		10
20 Pig iron.	4		62 Russia iron, sheet.	2	
21 Pig iron, chill, per gross ton			63 Saddles, iron, architectural.	4	6
2,240 lbs., same as 2,000 lbs.		9	64 Safes, iron, as follows:		
22 Pig iron, sand, per gross ton			65 Each weighing 10,000 lbs. or		
2,286 lbs., same as 2,000 lbs.		9	over must be loaded by		
23 Pipe, cast iron, plain or por-			shipper and unloaded by		
celain lined, N. O. S.	4	7	consignee.	2	
24 Pipe, spiral weld steel, pres-			66 Each weighing 5,000 lbs.		
sure.	3	5	and under 10,000 lbs. must		
25 Pipe, water, sheet iron spi-			be loaded by shipper and		
ral riveted.	2	5	unloaded by consignee.	3	
26 Pipe, wrought iron, N. O. S.	4	7	67 Each weighing less than		
27 Pipe, wrought iron, in coils,			5,000 lbs.	3	
loaded in box cars.	4	7	68 Safes, iron, must be loaded		
28 Pipe, wrought iron, in coils,			by shipper and unloaded		
requiring flat or gondola			by consignee.		4
car, minimum weight of			69 Safes, iron, K. D., in pieces.	3	
each coil, 4,000 lbs.	4	7	70 Safe deposit vault boxes,		
29 Pipe balls, iron, in pckgs.	4		iron or steel.	3	5
30 Pipe balls, iron.		5	71 Safe deposit vault doors,		
31 Pipe fittings, iron or steel.	4	7	iron or steel.	3	5
32 Pipe hangers, iron or steel,			72 Safe doors, iron or steel.	3	
in boxes, kegs or bbls.	4	7	73 Sash weights, loose.	3	8
33 Planished iron, sheet, in			74 Sash weights, in bundles or		
Russia matting.	2	4	boxes.	4	8
34 Planished iron, sheet, pckd			75 Scrap iron or steel, in bbls.		
in metal cases with wood-			or casks.	4	
en covers.	4	5	76 Scrap iron or steel, loose or		
35 Plate iron and steel.	4	5	in barrels or casks.		9
36 Plates, iron, architectural.	4	6	77 Scrap iron, loose, L. C. L.,		
37 Poles, pole irons and mast			not taken.		
arms, electric light or rail-			78 Screws, iron, boxes or kgs.	4	5
way, iron.	4	5	79 Screws, steel, in boxes.	4	
38 Postal bag racks, iron, in			80 Screws, steel.		5
boxes.	3		81 Shafting, iron or steel, N. O.		
39 Posts, fence, sheet iron, in			S.	3	5
bundles.	4				

Classification—Continued.

I	L.C.L.	C. L.	I	L.C.L.	C. L.
IRON AND STEEL - Continued.			IRON AND STEEL - Continued.		
1 Shafting, iron or steel, without couplings, hangers, pulleys, wheels or other fixtures attached	4	6	35 Staples, iron, coppered, galvanized or polished, in boxes, kegs or bbls	4	8
2 Shafting hangers and couplings, iron	3	6	36 Staples, wire, in kegs, boxes or bbls	4	8
3 Sheet bars, iron or steel	4	5	37 Stay guards, steel, for wire fences, in boxes	4	5
4 Sheet iron or steel	4	5	38 Stairs or stair work iron	4	5
5 Sheet iron, crystalized, decorated or marbledized bxd	3	4	39 Steel, in boxes or bbls	4	5
6 Sheet iron, japanned, box'd	3	4	40 Steel, in bars, bbls, plates or slabs	4	5
7 Shovel blanks, iron or steel	4	5	41 Steel, crushed, chilled, in double bags, boxes, kegs, bbls, or casks	4	9
8 Shutters, iron	4	5	42 Stop cock boxes, iron	4	5
9 Single-tree or double-tree iron, unfinished, in box's, kegs or barrels	4	7	43 Swage blocks, iron	3	
10 Sinks, iron or steel	3	5	44 Switch or signal targets, railroad, iron	4	5
11 Sinks, iron, nested, in boxes or barrels	4	5	45 Switches and switch points, railroad	4	5
12 Sinks, iron, enameled	3	5	46 Switch stands, railroad	4	5
13 Sinks, iron, enam'd, boxed	4	5	47 Tack plate, iron or steel	4	5
14 Sinks, steel, nested	4	5	48 Taggers' iron	4	5
15 Skelp iron, per gross ton of 2,240, same as 2,000 lbs.	4	8	49 Tank iron	4	5
16 Skelp Steel, per gross ton of 2,240, same as 2,000 lbs.	4	8	50 Telegraph poles, iron	4	5
17 Sky lgt fram's, iron, glaz'd or unglazed (min. wght. 10,000 lbs.)	1½	3	51 Test weight castings, iron	2	4
18 Slabs, iron or steel, in rough, unfinished		4	52 Ties, railroad, iron or steel	4	10% less than 10
19 Slabs, iron or steel, in rough, unfinished (see note), per gross ton 2,240 lbs., same as 2,000 lbs.		6	53 Tie plates, railroad, iron or steel	4	5
20 NOTE. — The foregoing classification of slabs will apply only upon slabs covered by the following description: Slabs, rough and unfinished, the combined measurement of the width of the four sides of each being not less than fourteen (14) inches and each slab to be not less than one and one-half (1½) inches in thickness.			54 Timber hangers or stirrup irons	4	5
21 Sledges, iron, in boxes or casks	4	5	55 Tin plate bars, iron or steel	4	5
22 Sledges, iron		5	56 Tire benders, iron	3	
23 Speigel iron or sp'g'l eisen	4		57 Tire shrinkers, iron	3	
24 Speigel iron or sp'g'l eisen, per gross ton of 2,240 lbs., same as 2,000 lbs.		5	58 Tire upsetters, iron, loose or on board	2	
25 Spikes, railroad	4	8	59 Tire upsetters, iron, boxed	3	
26 Splices, railroad	4	6	60 Toe calks, iron, in boxes or kegs	4	5
27 Sponge, iron (pur. material)	4	6	61 Track gauges, iron	4	5
28 Springs, car, steel	4	6	62 Tree protectors, iron, S. U.	1	
29 Springs, locomotive, iron or steel	4	6	63 Tree protectors, iron, K. D. and nested	3	5
30 Spring cotters or spr. keys, iron, in boxes, kegs, bbls.	4	6	64 Trip hammers, iron	4	
31 Spring plates, car, iron or steel	4	5	65 Tubes, steel	4	5
32 Stake pockets, car, iron or steel	4	5	66 Tubing, iron	4	7
33 Stand pipes, iron, K. D.	4	5	67 Turn buckles, wrought iron truss	4	5
34 Staples, iron, in boxes, kegs or bbls.	4	8	68 Valves, iron	4	7
			69 Vases, iron	2	4
			70 Vault and prison work, iron	4	5
			71 Vises, iron	4	5
			72 Washers, iron, in boxes or kegs	4	6
			73 Water pipe, iron	4	7
			74 Wedges, iron, in boxes or casks	4	
			75 Wedges, iron		5
			76 Weights, iron, for hoisting elevators	4	6
			77 Well points, iron	4	6
			78 Wheel flanges, iron, in bbls or boxes	4	6
			79 Wheels, gear for electric motors, each weighing 100 lbs. or over	4	5
			80 Wheels, iron or steel, machine finished	3	5

Classification—Continued.

I	L.C.L.	C. L.	J	L.C.L.	C. L.
IRON AND STEEL—Continued.					
1 Wheels, iron or steel, in the rough, unfinished, N.O.S.	4	6	38 Junk, consisting of bones, broken glass, hoofs, horns, horn pith, old rope, old rubber, paper scrap, rags and scrap brass, copper, lead, iron, tin and zinc.	4	9
2 Wheels, iron, requiring flat or gondola car, minimum weight 4,000 lbs. each.	1		39 Jute or Jute lashes	4	7
3 Wheels, iron, requiring flat or gondola car		5	40 Jute butts	4	7
4 Wheels, water, iron, N.O.S.	3	6	41 Jute roofing	3	7
5 Wrenches, iron, N.O.S., boxed	4		42 Jute waste, in bags, sacks or crates	2	
6 Wrenches or tongs, pipe, iron or steel	3		43 Jute waste, pressed in bales	5	
7 Iron, nitrate of, liquid, in carboys	1		K		
8 Iron, nitrate of, liquid, in wood	3	5	44 Kalsomine (wall finish)	4	5
9 Iron liquor, in wood	3	5	45 Kaolin, in packages	4	5
10 Isinglass	1		46 Kegs, powder, sheet iron (C.L., minimum weight 20,000 lbs.)	1	5
11 Istle, in bales	3	4	47 Kennels, dog or poultry, K.D. flat or folded flat, crated or boxed	3	
12 Ivory and ivory blocks	1		48 Kettles and cauldrons, copper or brass	2	4
13 Ivory, nut or vegetable	2	5	49 Kettles and cauldrons, iron	3	5
14 Ivory black	2		50 Kettles or cauldrons, copper, iron or brass, requiring flat or gondola car, minimum weight 4,000 lbs. each	1	
J					
15 Jacks, car or track	4	5	51 Kettles, pitch, iron, on wheels, loaded in box cars	1	5
16 Jacks, iron, boxed	4		52 Kettles, pitch, iron, on wheels, requiring flat or gondola car, minimum weight 4,000 lbs. each	1	5
17 Jacks, wagon, hand, loose	1		53 Keys, iron, in boxes, kegs, bbls. or casks	3	
18 Jacks, wagon, hand, boxed or crated	2		54 Key blanks, iron or steel, N.O.S.	3	
19 Jack screws, loose	4		55 Key blanks, iron or steel, in the rough, unfinished, in boxes, kegs, bbls. or casks	4	5
20 Jack screws, boxed	4		56 Kinetoscopes, boxed	1	
21 Japanned ware, boxed or crated	1		57 Kites, cloth or paper, boxed	1	
22 Jardinieres, earthenware, packed in crates, boxes, bbls. or casks	1		58 Knapsacks	1	
23 Jardiniere stands, metal, S. U.	D 1		59 Knit goods, in bales or cases	1	
24 Jardiniere stands, metal, K.D., boxed or crated	1		60 Knit goods, in crates, not taken		
25 Jellyine, in glass, boxed	1	3	61 Powder keg heads, bottoms and stoppers, sheet iron, in boxes, kegs, or bbls.	4	5
26 Jellyine, in cans, boxed	4	5	62 Knives, tobacco, boxed	2	
27 Jewelers' and mint sweepings tailings	1	3	63 Knobs, door or furniture, N.O.S., in packages	3	
28 Jettine	2		64 Knobs, door or furniture, brass, bronze or nickel-plated, in packages	2	
29 Juice, cherry or prune, in bbls. or hhd's	2	4	65 Knobs, door or furniture, mineral, in boxes, bbls. or casks	4	5
30 Juice, clam	4	5			
31 Juice, grape, in glass, p'ck'd	1				
32 Juice, grape, in wood	2	4			
33 Juice, lemon, lime or orange, in bbls. or hhd's	2	4			
34 Juice, lime, in glass, packed	1	3			
35 Juices, fruit, N.O.S., in glass, packed	1	3			
36 Juices, fruit, N.O.S., in cans packed in cases	2				
37 Juices, fruit, N.O.S., in bbls. or casks	3				

Classification—Continued.

L	L.C.L.	C. L.	L	L.C.L.	C. L.
L					
1 Labels, wooden, boxed	3	.....	32 Lead, N. O. S.	1	.....
2 Laces, horse net	1	.....	33 Lead, bar, coil, sheet, not boxed, N. O. S.	2	5
3 Laces, shoe	1	.....	34 Lead, bar, coil, sheet, in boxes or casks	4	5
4 Ladders, bicycle step, poles finished, boxed or crated ..	1	.....	35 Lead, bar, in gunnies or bxs	4	5
5 Ladders, iron	3	5	36 Lead, black, in bags, boxes, cans or kegs	3	4
6 Lamps, N. O. S., in crates, boxes or bbls. (C. L., mini- mum weight 16,000 lbs.) ..	1	3	37 Lead, black, in casks or bbls.	4	5
7 Lamps, electric arc (without glass globes), boxed	1	3	37½ Lead foil, in boxes	3	.....
8 Lamps, incandescent elec- tric, in packages (C. L., minimum weight 16, 000 lbs.)	D 1	3	38 Lead, glaziers', on reels, crated	4	.....
9 Lamps, iron tank, crated or boxed	1	.....	39 Lead, nitrate of, in boxes, kegs or bags	2	.....
10 Lamps, street, crated or boxed (C. L., minimum weight 20,000 lbs.)	D 1	4	40 Lead, nitrate of, in bbls. or casks	4	5
11 Lampblack, carbon black, and blacks, N. O. S., in bbls. or casks (C. L., mini- mum weight 10,000 lbs.) ..	1½	3	41 Lead, pig	4	6
12 Lampblack, carbon black, and blacks, N. O. S., in bags, in L.C.L., not taken ..			42 Lead, scrap	4	9
13 Lampblack, carbon black, and blacks, N. O. S., in bags, minimum weight 10,000 lbs., to be loaded and unloaded by shipper and consignee		3	43 Lead, sublimed, in kegs, half-bbls. or bbls.	4	5
14 Lampchimney cleaners, boxed	3	.....	44 Lead, sulphate of, in bags or boxes	2	.....
15 Lamp fixtures, N. O. S.	1	.....	45 Lead, sulphate of, in bbls. or casks	4	.....
16 Lamp shades, paper, cotton or silk, N. O. S., boxed	3t 1	.....	46 Lead, tea	4	.....
17 Lamp shades, paper, cotton or silk, nested, boxed	D 1	.....	47 Lead, sugar of, in bxs, kegs or bags	2	5
18 Lamp shades, paper, cotton or silk, folded flat, boxed	1	.....	48 Lead, sugar of, in barrels or casks	4	5
19 Lamp shades, tin, nested, packed in boxes or bbls.	2	4	49 Lead bases, boxed	4	5
20 Lanterns and lantern fit- tings, in boxes, bbls. or casks (C. L., min. weight, 20,000 lbs.)	1	4	50 Lead dross, in bbls. or casks	4	9
21 Lantern frames (without glass) in bulk		3	51 Lead gaskets, in packages ..	3	.....
22 Lard, packed in stoneware ..	2	5	52 Lead pencil wood, in bbls., crates or boxes	3	5
23 Lard, in cans or pails, loose ..	3	5	53 Lead pipe, on reels or in rolls or coils	3	5
24 Lard, in cans or pails, crated or boxed	4	5	54 Lead pipe, not boxed, N. O. S.	2	5
25 Lard, in boxes or bbls.	4	5	55 Lead pipe, in boxes, crates or casks, or in lengths, loose	4	5
26 Lard, in tubs	4	5	56 Lead, sheet, in rolls, loose and slatted	4	5
27 Lasts, N. O. S., in bundles ..	2	.....	57 Lead skimmings, in pckgs. ..	4	6
28 Lasts, N. O. S., in boxes or bbls.	3	.....	58 Leads, printers', in pckgs.	3	7
29 Lasts, iron, N. O. S., in bxs, bbls. or casks	4	5	59 Leather, loose	1	.....
30 Lasts, lap, iron, in boxes or bbls.	4	5	60 Leather, in boxes	2	.....
31 Lawn tennis sets, boxed	2	4	61 Leather, N.O.S., in bbls.	2	.....
			62 Leather, harness and sole, in bundles or rolls	3	.....
			63 Leather, artificial, enam'led or patent	2	.....
			64 Leather, min. wght., 20,000 lbs.		4
			65 Leather board, in boxes or bundles	2	4
			66 Leather counters, heels, soles, uppers or welting, in bags, boxes or bbls.	2	4
			67 Leather dressing or soften- er, N.O.S., in glass, pckd.	1	.....
			68 Leather dressing or soften- er, N.O.S., in cans, j'ck'd ..	1	.....
			69 Leather dressing or soften- er, N.O.S., in cans, boxed ..	2	.....
			70 Leather dressing or soften- er, N.O.S., in bulk, kegs or bbls.	3	.....

Classification—Continued.

L	L.C.L.	C. L.	L	L.C.L.	C. L.
1 Leather goods, N. O. S.	1		32 Lightning rods and fixtures combination copper and iron in boxes	4	5
2 Leather pancakes, skivings, or whitenings, in bundles bbls or boxes	3	5	33 Lightning rods and fixtures iron, in bundles	3	5
3 Leather scraps, in bundles crates, bxs, bbls. or hhd. (See note).	3		34 Lightning rods and fixtures iron in boxes	4	5
4 Leather scraps (see note).		5	35 Lights, floor or vault, glass or glass and iron	4	5
5 NOTE.—This classification will apply only upon shipment of the scraps or refuse from the manufacture of leather goods, and will exclude strips or pieces cut from hide leather.			36 Lime, N. O. S., in bags, boxes or kegs.	3	
6 Leather straps in boxes or barrels (see note)	1		37 Lime, N. O. S., in bbls. or casks	5	
7 NOTE.—This rating is intended to apply only upon shipment of finished leather straps, fitted with buckles, hooks or other fastenings, etc.			38 Lime, N. O. S.		9
8 Leather tufts, in boxes, crates or hhd.	1		39 Lime, acetate of	4	5
9 Leatheroid, in crates or boxes.	3		40 Lime and cement, mixed		8
10 Leaves, N. O. S. in boxes, bbls. or bales.	1		41 Lime, bi-sulphate of in wood	4	9
11 Leaves, Sumac, in bags (see note) C. L. min. weight 20,000 lbs.	1	5	42 Lime, carbonate, in bags.	4	5
12 NOTE.—Sumac leaves in stained bags, not taken except by special agreement.			43 Lime, chloride of in boxes, kegs or bbls.	4	5
13 Leaves, sumac, pressed in bales (C. L. min. weight 20,000 lbs.)	2	5	44 Lime, medicated (bug killer) in bbls	3	5
14 Lemons and limes, P. P.	2	3	45 Lime, phosphate of, in bbls	4	
15 Lemon Peel, in glass.	1	3	46 Limestone or fluxing stone in packages.	4	
16 Lemon Peel, N. O. S.	4	5	47 Limestone or fluxing stone		9
17 Lemon squeezers, N. O. S. in packages.	3		48 Lime water, in bbls	4	9
18 Lemon squeezers, wooden, in packages.	3	5	49 Lincrusta-Walton	2	3
19 Letter files, crated or boxed	1		50 Liquids, N. O. S., in wood	2	4
20 Letter files, not crated or boxed, NOT TAKEN.			51 Liquors Alcoholic and Malt:		
21 Letter file clips, boxed	1		52 Alcohol, wood, in glass, packed	1	3
22 Letter file clip boards, wooden, without fixtures, crated or boxed.	2		53 Alcohol, wood, in iron drums.	2	4
23 Licorice, mass, in boxes.	3	4	54 Alcohol, wood, in wood.	2	4
24 Licorice, powered, in bbls.	2	4	55 Ale (including malt ale, porter and stout), O. R. L. freezing and fermenting, or released.	3	5
25 Licorice, root, in mats or bales.	2	4	56 Ale and beer, peptonized, in glass packed.	1	3
26 Licorice stick, in bxs. or bbls	3		57 Beer, in wood, at O. R. of L. freezing and fermenting, or released, and at the following estimated wts. (exception to rule 2). Bbls. 265 lbs.; half-bbls. 190 lbs.; qr.-bbls., 95 lbs.; eighth-bbls., 55 lbs; in quantities less than C. L.	3	
27 Life preservers, cork.	1		58 Beer, beer tonic, hop tonic, hop tea and Weiss beer in bottles, packed at following estimated weights (exception to rule 1), O. R. of L. freezing and fermenting or released:		
28 Life rafts, loaded in box cars, actual weight	1½				
29 Lighters gas or candle.	1				
30 Lightning rods and fixtures copper, in bundles or boxes	3	4			
31 Lightning rods and fixtures combination copper and iron, in bundles	3	5			

5 Min. weight 20,000 lbs for straight car loads in wood, and for other shipments 24,000 lbs.

§ Above ratings on ale and beer apply only on malt liquor. With C. L. shipments of beer, in wood, shipper may load 3,000 lbs. of ice or 2,000 lbs. of hay, straw or saw dust, where no ice is used for preservative; where mixed packing is used, total weight should not exceed 3,000 lbs.; excess to be charged for at same rates as beer. Ice with L. C. L. shipments of beer will be charged at beer rates on actual weight at point of shipment.

Classification—Continued.

L	L. C. L.	C. L.	L	L. C. C.	C. L.
LIQUORS, ALCOHOLIC AND MALT—Continued.			LIVE STOCK IN CAR LOADS—Continued.		
1 Weight per case in lbs. Packed in Not so sawdust packed.			18 One horse, mule or horned animal, 2,000 lbs.; two ani- mals, 3,000 lbs.; three, 4,000 lbs.; each additional animal, 1,000 lbs.	1	
3 doz. qts. 100 90			19 Bulls, 2,000 lbs. each. (be sure and take release)	1	
4 " " 200 180			20 Calves, (under one year) 500 each, crated	1½	
1 " pts. 25			21' Colts (under 1 yr.) 750 lbs. each	1	
2 " " 65 55			22 Cow and calf, together, 2,500 lbs.	1	
3 " " 100 85			23 Hogs, actual wt. crated	1½	
4 " " 125 100			24 Mare and colt (colt under 1 yr. old) together 2,500 lbs.; each additional colt, (under 1 yr. old) 500 lbs.	1	
2 Weight per case in lbs. if pack- ed in straw.			25 Sheep and goats, 200 lbs. each, crated	1½	
8 doz. pts. 205			26 Stallions or jacks, 2,000 lbs. each (be sure and take re- lease)	1	
7 " " 180			27 Locks, N. O. S. in pkgs.	2	
6 " " 155			28 Locks, iron or steel, (see note) in pkge.	3	
5 " " 130			29 NOTE.—This classification will not apply upon ship- ments of locks, having either brass bronze cop- per, or nickel, or silver plated trimmings or fix- tures.		
3 " qts. 135			30 Locomotives and tenders, weighing less than 17,000 lbs., requiring flat or gon- dola cars	3	
3 In casks containing 6 doz. qts. or 10 doz. pts., 250 lbs. each.			31 Locomotives and tenders, weighing 17,000 lbs. and over, requiring flat or gondola car, min. weight 20,000 lbs.		4
4 In partition boxes; 5 doz. pts. 135 lbs.; 2½ doz. qts. 115			32 Locomotives and tenders, on own wheels, at actual certified wt. less 50 per ct. with min. net wt. charge of 60,000 lbs.		10
5 In quantities less than C. L.	3	5	33 NOTE.—One man will be carried free in charge of a locomotive or tender, on its own wheels; no free return passage to be given		
6 Beer, in bottles, put up in pasteboard carton, packed in boxes having no lids, released	3	5	34 Locomotives, K. D. (mach. parts boxed)		4
7 Bitters, in glass, packed in wood	1	3	35 Locomotive axles, wheels, tires	4	6
8 Bitters in wood	2	4	36 Locomotive cabs, S. U., re- quiring flat or gondola car, min. wt. 4,000 each	1	5
9 Highwines, same as liquors			37 Locomotive cabs, K. D. flat crated or boxed	2	5
10 Liquors or liquids, N. O. S. in glass, cans or jugs, packed in baskets, boxes, jackets or kegs, corks se- cured by metal caps, cement or wire	1		38 Locomotive cylinder cast- ings	4	6
11 NOTE.—Liquors or liquids, in glass, cans or jugs, not packed in baskets, boxes, jackets or kegs, NOT TAKEN.			39 Locomotive headlights, N. O. S.	D1	6
12 Liquors, alcohol, highwines and whiskey, N. O. S., in wood	2	4	40 Locomotive headlights, boxed or securely crated	1	6
13 Liquors, alcohol, highwines and whiskey, in over- casks, containing five gals. or more, NOT TAKEN unless the government stamps, marks and brands required to be upon the inner package are plain- ly exposed to view, through openings in the outer package			41 Locomotive netting or spark arrester, in rolls	4	6
14 Liquors, N. O. S. in wood	2	4	42 Locomotive pilots	1	5
15 Litharge	4	5			
Live stock in car loads.		see			
16 Live stock, in car loads, shipped by contract, see tariff.		special tariff.			
17 Live stock, L. C. L., (limit- ed liability under con- tract) at actual weights, but not less than the fol- lowing estimated weights viz:					

§ Above ratings on ale and beer apply only on malt liquor. With C. L. shipments of beer, in wood, shipper may load 3,000 lbs. of ice, or 2,000 lbs. of hay, straw and sawdust, where no ice is used, for preservation; where mixed packing is used, total weight should not exceed 3,000 lbs.; excess to be charged for at same rates as beer. Ice with L. C. L. shipments of beer will be charged at beer rates on actual weight at point of shipment.

Classification—Continued.

L	L.C.L.	C. L.	M	L.C.L.	C. L.
1 Locomotive smoke box fronts, iron or steel.....	4	5	MACHINERY, ETC.—Continued.		
2 Locomotive tenders, hauled in trains on their own wheels or trucks furnished by shippers, one man in charge passed free.....		9	34 Machines, automatic registering, crated or boxed.....	1	4
3 Logs, gas, terra cotta, in boxes, barrels or casks.....	2		35 Machines, computing, bxd.....	1	
4 Logs (including walnut logs), minimum weight C. L. 40,000 pounds, (except woods of value).....	4	20% less lumber rates.	36 Machines, coal washing, K. D.....	2	6
5 Logwood, in stick.....	3		37 Machines, dish washing, crated or boxed.....	2	6
6 Logwood, chipped or ground, in bags or bbls.....	3	5	38 Machines or scales, automatic weighing, boxed.....	2	4
7 Loom harness and reeds, boxed.....	1	4	39 Machines, broom sewing, securely crated.....	2	6
8 Loom spindles, boxed.....	3	4	40 Machines, coffee stoning.....	D1	
9 Lubricators, automatic, bxd.....	1		41 Machines, dish washing, S. U.....	1	6
10 Lumber, cigar box, in boxes or bundles.....	4	L'mb'r rates.	42 Machines, fence, portable, K. D., in bundles or bxs.....	2	
11 Lumber, creosoted, (not wooden conduits).....	4	6	43 Machines, fence making, S. U.....	D1	
12 Lumber, decorative, made from sawboard and other material.....	3	5	44 Machines, flour bolting or dressing, N. O. S.....	1	6
13 Lumber (including Walnut logs), N. O. S., (not including woods of value.) Rule 7 not to apply.....	4	L'mb'r rates.	45 Machines, flour bolting or dressing, completely K. D., in bundles, crates or boxes.....	2	6
14 Laths and shingles.....	4	L'mb'r rates.	46 Machines, gas, and generators, N. O. S.....	1½	
15 Lumber drying apparatus.....	2	3	47 Machines, gas, and generators, requiring flat or gondola car, minimum weight 4,000 pounds each.....	1	
16 Lye, concentrated.....	4	5	48 Machines, gas, and generators.....		6
M			49 Machines, grain scouring or polishing, S. U.....	1½	6
17 Machinery, Machines and Mills:			50 Machines, grain scouring or polishing, K. D., crated or boxed.....	2	6
18 Machines, card, automatic, boxed.....	1		51 Machines, grain separating, N. O. S., (not fanning mills) S. U., crated or boxed.....	1½	6
19 Air compressors.....	2	6	52 Machines, grain separating, N. O. S., (not fanning mills) K. D., crated or bxd.....	2	6
20 Air or steam brake equipment, N. O. S.....	3	4	53 Machines, keg scrubbing, set up, N. O. S.....	1	
21 Bran dusters, S. U.....	1½	6	54 Machines, keg scrubbing, K. D., crated or boxed.....	2	6
22 Bran dusters, K. D., and bxd. or packed in bundles.....	2	6	55 Machines, knitting, S. U., boxed or racked.....	1½	6
23 Cotton gins, S. U.....	1	5	56 Machines, knitting, K. D., boxed.....	2	6
24 Cotton gins, taken apart and boxed.....	3	6	57 Machines, paging and numbering, K. D., crated or boxed.....	2	6
25 Cotton mill machinery, bailing machines, banding machines, speeders, spinning frames, spoolers, twistors, warpers, yarn reels.....	1½	6	58 Machines, sewing, S. U., boxed or racked.....	1	
26 Dumb waiters, S. U.....	D1	5	59 Machines, sewing, entirely K. D., and boxed or racked.....	2	
27 Dumb waiters, K. D., in pieces.....	2	5	60 Machines, sewing, S. U., minimum weight 16,000 pounds. (Rule 7 not to apply).....		3
28 Iron ore, rock or stone crushers.....	4	9	61 Machines, sewing, K. D., crated or boxed.....		4
29 Looms, loaded on box cars.....	1½	6	62 Machines, sewing, not boxed or racked, not taken.....		
30 Looms, requiring flat or gondola car, minimum weight 4,000 pounds each.....	1½	6			
31 Machines, adding, boxed.....	1				
32 Machines, autographic register, crated or boxed.....	1	4			
33 Machines, automatic slot, N. O. S., boxed.....	1	4			

Classification—Continued.

M	L.C.L.	C. L.	M	L.C.L.	C. L.
MACHINERY, ETC.—Continued.			MACHINERY, ETC.—Continued.		
1 Sewing machine attachments, brass or nickel plated, boxed.....	2		30 Mills, coffee, drugs or grocers', not bxd., not taken.....		
2 Sewing machine castings, frames, legs or wood work, completely K. D. flat, boxed or racked.....	3	6	31 Mills, feed.....	2	6
3 Sewing machine stock or stuff, wooden, N. O. S., in the rough.....		6	32 Mills, grain.....	2	6
4 Sewing machine wood work, S. U., racked or boxed (C. L., minimum weight 20,000 pounds)....	1	6	33 Mills, paint.....	2	6
5 Machines, shaving, washer.....	1½	6	34 Mills, portable burr stone.....	2	5
6 Machines, street sweeping, S. U., requiring flat or gondola car, minimum weight 5,000 pounds each.....	1	6	35 Mills, sugar.....	2	5
7 Machines, street sweeping, K. D. (brushes crated), loaded in box cars.....	1	6	36 Mills, wind, K. D., minimum 20,000 pounds.....	3	6
8 Machines, washing, hand, N. O. S.....	D1	5	37 Wind mill towers (material cut to dimensions or fitted) K. D.....	3	6
9 Machines, washing, hand, N. O. S., crated or boxed.....	1	5	38 Wind mill towers, material in rough, not fitted or cut to dimensions.....	4	L'mb'r rates.
10 Machines, washing, hand, completely K. D., boxed.....	2	5	39 Mills, wind, wind mill pumps, pump cylinders, and pipe for connecting pump heads and cylinders, wind mill tanks, towers, angle iron and timber prepared for wind mill towers.....		6
11 Machines, washing, steam laundry, S. U.....	1	6	NOTE—Shipments of pipe for connecting pipe heads and cylinders must not exceed one-third of the total weight of pumps and pipe.		
12 Machines, washing, steam laundry, crated or boxed.....	2	6	40 Mills, N. O. S., same as machinery, N. O. S.....	1	6
13 Machines, X-Ray, boxed.....	D1		41 Passenger or freight elevator cars, S. U.....	D1	6
14 Machines and machinery, N. O. S., S. U.....	1		42 Passenger or freight elevator cars, K. D., in pieces.....	2	6
15 Machines and machinery, N. O. S., securely crated or boxed.....	2		43 Machinery belt fasteners, iron or steel, in boxes, barrels or casks.....	4	5
16 Machines and machinery, N. O. S., K. D., in pieces.....	2		44 Machinery boxes, empty, C. L., minimum weight 20,000 pounds.....	3	5
17 Machines and machinery, N. O. S.....		6	45 Machinery knives, N. O. S., same as the machine of which they form a part.....		
18 Machines, machinery or mills, heavy, weighing two tons and over (actual weight) to each complete machine or mill (if having connections and detachable parts, same to be removed from frame of machine or mill and bxd.).....	3	5	46 Reels, centrifugal, bolting and scalping.....	1	6
19 NOTE—Machinery, in pieces weighing three tons or over, to be loaded and unloaded at risk and expense of shipper and consignee.....			47 Madder, in boxes, kegs or barrels.....	2	
20 Machinery, rolling mill, iron, rough.....	4	5	48 Madder, in casks or hhds.....	3	
21 Middlings, purifiers, S. U.....	3½	6	49 Magazines, powder, portable (on wheels), iron, S. U.....	1	
22 Middlings, purifiers, boxed.....	D1	6	50 Magazines, powder, stationery, iron, K. D. flat, in bundles, crates or bxs.....	4	7
23 Middlings, purifiers, K. D., and boxed or packed in bundles.....	1	6	51 Magazines, paper, unbound in bundles or boxes.....	1	3
24 Mills, bark.....	2	6	52 Magnesia, in boxes or kegs.....	2	5
25 Mills, cane, C. L., minimum 20,000.....	3	6	53 Magnesia, in bags, barrels or casks.....	4	5
26 Mills, cider.....	2	6	54 Magnesite, in boxes or kegs.....	2	5
27 Mills, cob, C. L., minimum 20,000.....	3	6	55 Magnesite, in bags, barrels or casks.....	4	5
28 Mills, coffee, boxed.....	2	4	56 Magnesite, crude, in bulk.....		9
29 Mills, drug or grocers', bxd.....	2		57 Magnetic appliances, N. O. S., in packages.....	1	
			58 Majolica ware, packed.....	4	5
			59 Malt, in bags, sacks or barrels, actual weight.....	5	
			60 Malt.....		Wheat tariff rates

Classification—Continued.

M	L.C.L.	C. L.	M	L.C.L.	C. L.
1 Malt sprouts and maltskimmings, in bbls. or sacks.....	5	Wheat tar, rat's	35 Mats, door, wire, iron or steel, in packages.....	3	4
2 Manganese.....	4	5	36 Mats, fibre ware, crated or boxed.....	1	.....
3 Mangers, stable, iron, loose	3	5	37 Mats, rubber.....	1	.....
4 Mangers, stable, iron, in crates or boxes.....	4	5	38 Mats, splash, wooden, in boxes.....	1	3
5 Mangles, S. U.....	1	6	39 Mats, wooden, N. O. S., in packages.....	3	7
6 Mangles, crated or boxed.....	2	6	40 Matting, N. O. S.....	2	4
7 Manikins, boxed.....	3 t 1	5	41 Matting, canton.....	2	4
8 Manila or sisal.....	4	.....	42 Matting, cocoa, hemp, jute or pine fibre.....	2	4
9 Mantels, gas incandescent, boxed.....	D 1	.....	43 Matting or tread, rubber.....	1	.....
10 Maps, boxed.....	1	.....	44 Matting or tread, metal (for stairs or doorsteps), crated or boxed.....	3	4
11 Map rollers and sticks, in bundles or boxes.....	3	5	45 Matting, tea chest, old in bags, sacks or crates.....	2	.....
12 Marble, onyx or granite, all kinds, N. O. S.....	1	.....	46 Matting, tea chest, old, pressed in bales.....	5	.....
13 Marble, onyx or granite, blocks or slabs, chiseled, polished or dressed, b'x'd, valuation restricted to 40 cents per cubic foot.....	4	9	47 Meats, dressed, fresh, of all kinds, when in less than car loads, prepaid, as follows, viz :.....	.....	.....
14 Marble, onyx or granite, blocks or slabs, sawed or hammered, boxed or not boxed, valuation restricted to 40 cents per cub. ft.....	4	9	48 Beef, lamb, mutton, veal, venison, pork loins and pork cut in pieces (other than dressed hogs, whole), beef and pork tenderloins, beef rounds, butts, clods, hearts, livers, loins or ribs, plucks, rolls, fresh tongues, skirts, fresh sausage, tails and other fresh meats, N. O. S.....	1	4
15 Marble, onyx or granite, blocks, rough quarried, valuation restricted to 20 cents per cubic foot.....	4	10	49 Hogs, dressed, whole.....	2	5
16 Marble, onyx or granite, statuary, valuation restricted to 40 cts. per cub. foot.....	1	.....	50 Dressed meats in refrigerator cars will not be taken at less than 20,000 lbs. minimum weight, at car load rate for one consignee and destination; less than car load shipments must be delivered at depot of carrying road to be loaded with miscellaneous freight, if less than car load rate per 100 lbs. is desired by shipper.....	.....	.....
17 Marble or granite tombstones or monuments, boxed or crated, valuation restricted to 40 cents per cubic foot.....	4	9	51 Meats, dressed, fresh, of all kinds, when in car loads, minimum weight 20,000 lbs. (Rule 7 not to apply).....	.....	4
18 Note—Cut stone, marble tombstones, monuments and statuary, in pieces weighing three tons or over, to be loaded and unloaded at risk and expense of shipper and consignee.....	.....	.....	52 Hams, shoulders, sides and other hog meats, in bulk, packed with ice or salt, or both, whether loaded in refrigerator or common cars.....	.....	5
19 Marble dust.....	4	9	53 Beef or pork tenderloins, boxed or loose, beef rounds, butts, clods, hearts, livers, loins or ribs, either loose or in boxes, plucks, rolls, fresh tongues, skirts, fresh sausage, tails, loose pork loins and other fresh meats, N. O. S., when loaded in refrigerator cars with dressed beef, in quarters, will take the dressed beef rate.....	.....	.....
20 Marble waste or chips (not tiling).....	.....	6	.....	.....	.....
21 Marbles, in boxes, bbls. or casks.....	3	5	.....	.....	.....
22 Marl.....	4	6	.....	.....	.....
23 Marline, in coils or pkgs.....	3	4	.....	.....	.....
24 Masks, baseball or fencing, nested, boxed.....	1	.....	.....	.....	.....
25 Masks, linen or cotton, in boxes.....	1	.....	.....	.....	.....
26 Masks, paper, N. O. S.....	4 t 1	.....	.....	.....	.....
27 Masks, paper, nested.....	D 1	.....	.....	.....	.....
28 Masks, wire, N. O. S., boxed.....	D 1	.....	.....	.....	.....
29 Matches, in paper or wooden boxes, packed in metallic or wooden cases.....	3	4	.....	.....	.....
30 Match sticks, in bundles.....	1	7	.....	.....	.....
31 Match sticks, in boxes.....	3	7	.....	.....	.....
32 Match sticks.....	.....	7	.....	.....	.....
33 Mats and rugs, grass in bales.....	2	4	.....	.....	.....
34 Mats and rugs, woolen, hemp, cocoa, jute or pine fibre.....	1	4	.....	.....	.....

Classification—Continued.

M	L.C. L.	C. L.	M	L.C. L.	C. L.
1 Fresh meats (not poultry or game), boxed, in car loads, minimum weight 20,000 lbs. will take the dressed beef rate.			34 Metal polish, in packages, packed in cases.....	1	4
2 Meats, cured as follows, viz:			35 Metal polish in cakes, p'kd in boxes or bbls.....	3	5
3 Beef, in bbls., 340 lbs. per bbl. (see note below.).....	4	5	36 Metal polish in bulk, in bbls. or casks.....	3	5
4 Beef, in tiers.....	4	5	37 Meters, electric, boxed.....	1	3
5 Meats, dried, smoked or salted, in bags.....	2		38 Meters, gas, N. O. S., crated or boxed.....	1	
6 Meats, dried, smoked or salted, in bags or in bulk.....		5	39 Meters, gas, station, iron.....	3	
7 Meats, dried, smoked or salted, in crates.....	4	5	40 Meters, natural gas, N. O. S., crated or boxed.....	1	
8 Meats, dried, sliced, in b'x's.....	4	5	41 Meters, natural gas, cast iron (C. L., minimum weight 20,000 lbs.).....	3	4
9 Meats, dried, N. O. S., in boxes, bbls., or casks.....	4	5	42 Meters, water, iron or composition metal, crated or boxed.....	3	
10 Meats, potted, in glass, boxed.....	2	3	43 Mica, sheet, in boxes or bbls.....	1	8
11 Meats, salted, boxed.....	4	5	44 Mica, ground or pulverized in bbls.....	2	5
12 Meats, smoked (except sausage or tongues), in bbls., boxes or casks.....	4	5	45 Mica, pulverized in bags.....	1	5
13 Pork, pickled, in bbls., 340 lbs. per bbl. (see note below).....	4	5	46 Mica, scrap.....		5
14 Sausage, bologna, or smoked, in bbls., boxes, casks or kegs.....	4	5	47 Middlings, in bbls. or sacks.....	5	
15 Sausage, canned.....	4	5	48 Middlings.....		Grain rates
16 Tongues, lambs', in glass, boxed.....	2	3	49 Middlings, in bulk, 15,000 lbs. or over.....	5	
17 Tongues, pickled, in bbls. or casks.....	4	5	50 Middlings, in bulk, less than 15,000 lbs., not taken.....		
18 Tongues, smoked, in bbls., boxes, casks, or kegs.....	4	5	51 Milk, condensed, in cans, boxed.....	4	5
19 Tripe, pickled, in bbls. or kegs.....	4	5	52 Milk, condensed in kegs, half bbls. or bbls.....	4	5
20 Note—Beef and pork in bbls. actual weight, except when weight cannot be ascertained, when the minimum weight will be 340 lbs. per bbl.			53 Milk, fresh, in cans.....	1	
21 Meat coolers or cooling rooms, K. D., crated or boxed.....	3	7	54 Milk shakers, S. U., boxed.....	1	
22 Meat cutters and choppers.....	2	6	55 Milk shakers, K. D. and boxed.....	2	
23 Meat mixers, S. U.....	1		56 Milk, sugar of, dry, in packages.....	1	3
24 Meat mixers, K. D., boxed.....	2		57 Milk, sugar of, crude, liquid, in bbls.....	3	5
25 Medicines, N. O. S.....	1		58 Milkweed pods, in bags or sacks, P. P.....	1	
26 Medicines, N. O. S., in glass, packed.....	1	3	59 Millinery goods, N. O. S., (see note).....	1	
27 Medicines, patent, N. O. S., in glass, packed in wood.....	1	3	60 Note—Millinery goods, mixed, shipments, consisting of trimmed and untrimmed hats and bonnets, hat and bonnet frames or forms, band boxes and packing boxes nested, wrapping paper used by milliners, paper bags used by milliners, artificial flowers, feathers and plumes and birds for trimming, ornaments and pins for trimming, laces, veilings, millinery silks, velvets, ribbons, laces, in cases, O. R.....	1	
28 Megaphones, boxed or crated.....	D 1		51 Mimeographs, boxed.....	1	
29 Melons, loose O. R., P. P. or guaranteed.....	1½		62 Mince meats, in glass, p'kd.....	1	3
30 Melons, in baskets, bbls. or crates.....	2		63 Mince meats, in packages, except glass.....	4	5
31 Melons, P. P. or guaranteed, O. R., in bulk or packages, minimum weight 20,000 lbs.....		Wheat tar, rat's	64 Mincing knives, boxed.....	4	5
32 Melophone, in bbls., kegs, pails or tubs.....	3		65 Mineral specimens, in packages.....	1	
33 Merry-go-rounds, K. D., C. L., minimum weight 20,000 lbs.....	1	4			

Classification—Continued.

M	L.C.L.	C. L.	M	L.C.L.	C. L.
1 Mineral water (plain, carbonated and flavored), distilled water, §Kyo, §Malto, §M o x i e and §Phosphates, P. P. or guaranteed, in bottles, in open carriers.....	3	5	shipped with machines, mills, cranes or derricks, for transmitting power thereto, will be rated at the class provided for the complete machine, mill, crane or derrick, whether S. U. or K. D., as specified in the classification.		
2 Mineral water, in bottles or jugs, packed in barrels, boxes or hampers.....	3	5	35 Moulders' dust.....	4	10
3 Mineral water, in carboys.....	3	5	36 Mouldings, plaster, packed in boxes, barrels or casks.....	1	3
4 Mineral water, in tin cans, jacketed.....	3	5	37 Mouldings, plaster.....		
5 Mineral water, in galvanized sheet iron cans, crated.....	3	5	38 Moulds, brick, in bundles, crates or boxes.....	3	5
6 Mineral water, in iron drums.....	3	5	39 Moulds, ice, galvanized iron (for ice manufacturing machines), nested, in packages.....	3	5
7 Mineral water, in wood.....	4	5	40 Moulds, jar, bottle or glass-ware, iron or steel, in boxes, barrels or casks.....	3	5
8 Mineral water, in tank cars to be furnished by shippers, empty cars returned free.....		5	41 Moulds, cigar, wooden, in boxes or racks.....	3	5
9 Mineral wool.....	4	9	42 Moulds, tobacco or shapes, iron, crated or boxed.....	3	
10 Mint sweepings or tailings.....	1	3	43 Moulding composition (not plaster), in bundles.....	1	
11 Mohair.....	1		44 Mucilage, in glass or earthenware, packed.....	2	3
12 Molasses, in glass, packed in boxes or barrels.....	2	5	45 Mucilage, in tin, boxed.....	1	
13 Molasses, in packages, except glass.....	4	5	46 Mucilage, in barrels or kegs.....	3	
14 Molasses, in tank cars to be furnished by shippers; minimum weight 24,000 pounds; empty tanks returned free.....		5	47 Muraline (wall finish).....	4	5
15 Money drawers, crated or boxed.....	1	5	48 Muresco (wall finish).....	4	5
16 Monuments, bronze or metal, crated or boxed.....	2	4	49 Mushroom Spawn, in boxes or barrels, P. P.....	1	3
17 Mops, in bundles.....	2	5	50 Music, sheet, in boxes or bundles.....	1	
18 Mop handles, with heads and wringer attachments, in bundles.....	2	5	51 Musical instruments and musical instrument parts, N. O. S., boxed.....	1½	
19 Mop handles, with heads and wringer attachments, in crates or boxes.....	3	5	52 Band and string instruments and band and string instrument parts, N. O. S., boxed.....	1½	
20 Mop handles, without heads or wringer attachments, in crates or boxes.....	4	7	53 Drums, N. O. S., boxed.....	3tl	
21 Mop heads, in kegs or bbls.....	3	5	54 Drums, heads out, shells nested, boxed.....	D1	
22 Morocco.....	2		55 Harmonicas, boxed.....	1	
23 Mortars, druggists', iron, boxed.....	4		56 Organs, church or cabinet and melodeons, boxed.....	1	
24 Moss, N. O. S., in barrels or sacks.....	1	3	57 Organs, hand, not boxed.....	D1	
25 Moss, N. O. S., in bales, pressed.....	3	5	58 Organs, hand, boxed.....	1½	
26 Moss, wet.....		9	59 Pianos, boxed.....	1	
27 Moss, evergreen, in crates, boxes or barrels, P. P.....	1		60 Pianos and organs, boxed.....	1	
28 Moss, evergreen, P. P.....		5	61 Piano actions, boxed.....	1½	
29 Moss, flax, in bales or bxs., C. L., minimum 20,000.....	2	10	62 Piano boxes ret'd (see Carriers ret'd).....		
30 Moss, Iceland or Irish.....	1		63 Piano or organ cases, in the white, S. U.....	D1	
31 Moss, nursery, in packages.....	1		64 Piano and organ cases, in the white, K. D. flat, crated or boxed.....	2	5
32 Moss, nursery.....		9	65 Piano or organ cases, in the white, not crated or bxd., not taken.....		
33 Motors, electric.....	1	4			
34 NOTE—Electric motors when forming part of and					

§ Ratings apply only on beverages ready for use. Extracts shipped under above names are ratable as extracts.

M	L.C.L.	C. L.	N	L.C.L.	C. L.
1 Piano hammers, boxed.....	1		41 Nitre cake.....	4	6
2 Piano key f-ame pins, brass, in packages.....	3	4	42 Nitro-glycerin, not taken. 43 Notions, in boxes.....	1	
3 Piano or organ keys,boxed 4 Piano key leads, in kegs or barrels.....	1		44 Nut gall, in sacks.....	3	5
5 Piano legs, N.O.S., boxed. 6 Piano legs, in the white, boxed or racked.....	3		45 Nut kernels, N. O. S.....	1	3
7 Piano plates, iron.....	1		46 Nutmegs.....	1	
8 Piano sounding boards, in the white, boxed.....	2	5	47 Nuts, edibles, N. O. S., in shell, in single bags.....	1	4
9 Piano or organ stools, bxd. or crated.....	3		48 Nuts, edible, N. O. S., in shell, in double bags or boxes.....	2	4
10 Piano or organ stools, N. O. S., C. L., minimum wt. 16,000.....	2	5	49 Nuts, edible, N. O. S., in hell, in barrels or casks.....	3	4
11 Organ pipes,crated or bxd. 12 Organ reeds,crate: or bxd. 13 Organ springs, steel,crated or boxed.....	1		50 Nuts, edible, N. O. S., shelled.....	1	
14 Claviers boxed.....	D1	3	51 Peanuts, shelled or un- shelled, in bags, boxes, or barrels. (C. L., min- imum 20,000 pounds.....)	3	4
15 Musical instruments, N. O. S.,not boxed, not taken. 16 Muskets and other firearms, boxed.....	1				
17 Mustard, in boxes or bar- rels.....	2	4	O		
18 Mustard bran or meal, in bags or barrels.....	3	5	52 Oak leather color, in boxes	3	
19 Mustard cake.....	3	5	53 Oakum.....	2	7
20 Muzzles, animal, nested.....	1		54 Oars.....	3	5
			55 Oat hulls, in barrels or sacks	5	
N			56 Oat hulls.....		Grain rates.
21 Nails, brass.....	3	4	57 Oat hulls, in bulk, 15,000 pounds and over.....	3	
22 Nails, copper.....	3	4	58 Oat hulls, in bulk, less than 15,000 pounds, not taken. 59 Oatmeal, in paper packages, packed in boxes or barrels (see Cereal products.).....		
23 Nails, picture, in boxes.....	3		60 Oatmeal, in bulk, in bags, sacks or barrels.....		Wheat tariff rates.
24 Nails, zinc, in boxes or kegs.....	3	5	61 Oatmeal, in barrels, 200-lbs. per barrel, same in sacks. O. R. or W. & W., actual weight.....	4	
25 Nail pullers, iron, in pkgs. 26 Napthaline (disinfectant), dry, in boxes.....	3		62 In lots of 2,000 pounds or over, 20 percent above C. L. rate. (O. R. or W. & W.) NOTE—Charges on a ship- ment of less than 2,000 pounds shall not exceed the charges on 2,000 pounds. 63 Oil, aniline, in cans, bxd.. 64 Oil, castor, in cans, bxd.. 65 Oil, castor, in wood..... 66 Oil, coconut, in wood..... 67 Oil, cotton seed, in wood.. 68 Oil, Essential, in cans or glass, boxed.....		
27 Napthaline (disinfectant), dry, in kegs, bbls. or casks 28 Needles, in packages.....	2	5	69 Oil, fish, in wood, N. O. S.. 70 Oil, fusel, in wood..... 71 Oil, gloss, in barrels..... 72 Oil, harness, in cans,bxd.. 73 Oil, harness blacking, in cans,boxed.....		
29 Neftline (lubricator), in cans, jacketed.....	3	5	74 Oil, in glass, N. O. S., boxed.....	2	4
30 Neftline (lubricator) in half barrels and banels.....	3	5	75 Oil, in iron drums.....	1	3
31 Nerve food, in glass, packed 32 Nets.....	1	3	76 Oil, in square cans, N. O. S., completely boxed.....	2	5
33 Nets, glue wire in frame, in bundles, crates or bxs 34 Netting, N. O. S.....	1	4			
35 Newspaper prints, boxed or in bundles, P. P.....	1				
36 Newspapers, packed in trunks, with name of ar- ticle and name of shipper plainly marked on outside of trunks.....	2	3			
37 Nickel.....	1				
38 Nickel matte.....	2	4			
39 Nickel matte, value not to exceed \$100 per net ton, to be limited by written agreement.....		6			
40 Nipples, combination lead and brass, used by plumb- ers.....	4	6			

Classification—Continued.

O	L. C. L.	C. L.	O	L. C. L.	C. L.
1 Oil, in tin, N. O. S., packed in bbls.	2		30 Oranges, P. P.	2	3
2 Oil, in tin lined bbls.	2		31 Orange peel, N. O. S.	4	5
3 Oil, in wood N. O. S.	3	5	32 Orange peel, in glass.	1	3
4 Oil, lard, in wood.	3	5	33 Ore, N. O. S., in bbls., boxes or sacks.	4	9
5 Oil, linseed, in cans, jack't'd	2	5	34 Ore, actinolite, ground, in bags.	4	9
6 Oil, linseed, in wood.	3	5	35 Ore, antimony, calamine, capper, lead or silver.		4
7 Oil, linseed, in tank cars to be furnished by shipper; empty tanks return'd free.		5	36 Ore, antimony, calamine, copper, gold, lead, silver or tin, value not to exceed \$100.00 per net ton, to be limited by writ'n agreem't	4	9
8 Oil, lubricating, in wood.	3	5	37 Ore, asbestos.	4	9
9 Oil, oleomargarine or tallow, in wood.	3	5	38 Ore, beaunite.	4	
10 Oil, palm, in wood.	3	5	39 Ore, beaunite, per gross ton of 2,240 lbs. same as 2,000 lbs.		9
11 Oil, paraffin, in wood.	3	5	40 Ore, chrome.	4	9
12 Oil, petroleum, kerosene, mineral or coal, benzine, benzole, naphtha, camphene and burning fluid, in cans, glass or jugs, packed in boxes, jackets or kegs, corks secured by metal caps, cement or wire.	3	5	41 Ore, emery.	4	9
13 NOTE.—Oil, in glass, cans, or jugs, not packed in boxes, jackets or kegs, not taken.			42 Ore, iron, per gross ton of 2,240 lbs. same as 2,000 lbs.		9
14 Oil, petroleum, kerosene, carbon, mineral or coal, benzine, benzole, gasoline and naphtha, in wood or in tank cars, to be furnished by shipper.	3	5	43 Ore, iron, ground in oil.	4	5
15 Camphene and burning fluid, in wood.	3	5	44 Ore, iron, ground dry.	4	8
16 Oil, pine, in wood.	4	8	45 Ore, iron, decomposed.		6
17 Oil, red, in wood.	3	5	46 Ore, maganese.	4	9
18 Oil, rosin, in wood.	4	8	47 Ore, maganese, per gross ton 2,240 lbs. same as 2,000 lbs.		9
19 Oil, tanners' or degreas', in wood.	3	5	48 Ore, mica.		4
20 Oil cake, N. O. S.	5	Wheat	49 Ore, mica, value not to exceed \$100.00 per net ton, to be limited by written agreement.		9
21 Oil cake, corn in packages.	5	tar, rat's	50 Ore, purple, per gross ton 2,240 lbs. same as 2,000 lbs.		9
22 Oil cloth or linoleum, floor, table, carriage or enameled, 13 feet or over in length, wrapped, crated or boxed.	1	3	51 Ore, zinc.	4	10
23 Oil cloth or linoleum, floor, table, carriage or enameled, under 13 ft. in length, wrapped, crated or boxed.	2	3	52 Ore, washers, K. U.	4	5
24 Oil cloth binding, metallic, in boxes or bbls.	3		53 Ornaments or figures, clay, earthenware, plaster of paris, terra cotta or wood, pkd. in bxs., bbls. or casks.	1	6
25 Oil cloth rollers, wooden, in bundles or crates.	3	5	54 Osiers (willow), in bundles.	2	5
26 Oil meal (same as flour).			55 Osiers (willow).		
27 Oil well supplies, consist'g of anvils, auger stems, belts, brake bands, brake levers, bull wheels (w'd), casing heads, drill'g tools, jars, joints, reamers, rig irons, rope sockets, sand pumps, sand reels, sinker bars, sucker rods, temper screws, tongs and wrenches.	3	6	56 Ovens, enameling, crated or boxed, S. U.	D 1	
28 Olives.	4	5	57 Ovens, enameling, crated or boxed, K. D.	2	
29 Optical goods, N. O. S., in boxes.	1		58 Ovens, portable bakers', sheet iron, S. U., crated.	D 1	5
			59 Ovens, portable bakers', sheet iron, S. U., crated.	1	5
			60 Ovens, portable bakers', sheet iron, K. D., crated.	2	5
			61 Oysters, fresh, in cans.	1½	
			62 Oysters, in shell, in bags, P. P.	3	
			63 Oysters, in shell, in bbls., P. P.	3	
			64 Oysters, in shell, in bulk, P. P.		3
			65 Oysters, pickled, in glass, boxed.	4	5
			66 Oysters, shucked, or oyster meats, in wood, P. P.	1½	
			67 Oysters, spice or cove, in cans, boxed.	4	5

Classification—Continued.

P	L.C.L.	C. L.	P	L.C.L.	C. L.
1 Packing, N. O. S.	2	.....	29 Same, in oil, in kegs, half-bbls. or bbls.	4	5
2 Packing, asbestos.	3	5	30 Same, dry, in boxes, kits or buckets.	4	8
3 Packing, flax.	3	4	31 Paints, earth, iron, metallic, mineral or ochre (not zinc or zinc oxide), dry, in bags, kegs, half-bbls., bbls. or casks.	4	8
4 Packing, hemp.	3	4	32 Paints or colors, artists', in tubes, boxed.	1	.....
5 Packing, jute.	3	4	33 Paint dryer, N. O. S., in bbls.	4	5
6 Packing, metallic.	3	4	34 Japan dryer, in wood.	3	5
7 Packing, rubber.	3	4	35 Paint mixers.	2	.....
8 Packing, soap stone.	3	4	36 Palm leaf, in bales.	1	.....
9 Paintings and pictures, boxed, net invoice value not to exceed \$50.00 per package, to be so expressed in shipping receipt by shipper.	1	.....	37 Palm trees, artificial, leaves detached and packed flat.	1	.....
10 Paintings and pictures, boxed, net invoice value exceeding \$50 per p/kg.	D 1	.....	38 Paneling, wainscoating, and other inside house finishing wood, or house trimmings (wood), N. O. S., in bundles, crates or boxes.	4	7
11 Paintings and pictures, when net invoice value is not expressed in shipping receipt by shipper, not taken. ....	.....	1	39 Paneling, wainscoating, and other inside house finishing wood, or house trimmings (wood), N. O. S. ....	.....	7
12 Paintings and pictures, not boxed, valuation not to exceed \$1.00 each, to be so expressed in shipping receipt by shipper, shippers to load and unload. ....	.....	1	40 Paneling boards, base boards, wainscoating boards, window casing boards and flooring boards, in full lumber lengths.	4	L'mb'r rates
13 And an additional charge of 2½ per cent of the net invoice value, which net invoice value must be expressed in shipping receipt by shipper. ....	.....	.....	41 Panoramic outfit and stage scenery, P. F., released.	D 1	4
14 Portraits (not paintings), boxed, net invoice value not to exceed \$10.00 per package, and so expressed in shipping receipt by shipper.	2	.....	42 Paper bags or sacks, in pkgs.	3	6
15 Paints, dry, N. O. S., in boxes, kits or buckets.	3	5	43 Paper balloons, flat, boxed.	D 1	.....
16 Paints, dry, N. O. S., in kegs, half-bbls. or bbls.	4	8	44 Paper blocks, insulating, for cars or refrigerators.	1	3
17 Paints, dry or in oil, in glass, boxed.	1	3	45 Paper butter plates, nested.	3	6
18 Paints, dry or in oil, N. O. S., in tin cans or tin pails, boxed, crated or packed in bbls.	4	5	46 Paper cans, N. O. S., not nested, in b'xs or crates.	D 1	.....
19 Paints, in oil, N. O. S., in tin cans or tin pails, loose.	D 1	.....	47 Paper cans, N. O. S., nested, in boxes or crates.	1	.....
20 Paints, in oil, in cans, jacketed, loose.	1	.....	48 Paper collars, boxed.	1	.....
21 Paints, in oil, N. O. S., in buckets or kits.	4	5	49 Paper cones (wrapping yarn), boxed or crated.	1	3
22 Paints, in oil, N. O. S., in kegs, half-bbls. or bbls.	4	5	50 Paper hangings, in boxes or bundles.	D 1	3
23 Paints, asbestos, asphalt, chemical, lead, paraffine, rubber, zinc, zinc oxide in oil, in tin cans or tin pails, boxed, crated or packed in bbls.	4	5	51 Paper kites, boxed.	D 1	.....
24 Same, in oil, in buckets or kits.	4	5	52 Paper labels, boxed.	2	3
25 Same, in oil, in kegs, half-bbls. or bbls.	4	5	53 Paper lanterns, K. D., boxed.	D 1	.....
26 Same, dry, in boxes, kits or buckets.	4	5	54 Paper napkins, boxed.	2	.....
27 Paints, earth, iron, metallic, mineral or ochre, in oil, in tin cans or tin pails, boxed, crated or packed in bbls.	4	5	55 Paper oil cans, in crates or boxes.	1	4
28 Same, in oil, in buckets or kits.	4	5	56 Paper pads or tablets (blocks or books of writing or manila paper), in crates or boxes.	4	5
			57 Paper pads or tablets, in paper packages or bundles, not taken. ....	.....	.....
			58 Paper pails or boxes, small, for oysters, candy ice cream, etc., nested, in crates, bundles or boxes (C. L., minimum weight 24,000 lbs.)	2	4
			59 Paper tags or sales tickets, in crates or boxes.	2	3
			60 Paper tags or sales tickets, in paper packages or bundles, not taken. ....	.....	.....

Classification—Continued.

P	L.C.L.	C.L.	P	L.C.L.	C.L.
1 Paper water buckets or pails, nested, in bundles, crates or boxes.....	1	6	32 Paste, carpet cleaning, in tin or wood.....	5	6
2 Paper water buckets or pails, min. wt. 20,000 lbs.....		6	33 Paste, flour, in bbls.....	4	5
3 Paper, N. O. S., in crates or boxes.....	1		34 Paste, glucose, in packages.....	3	5
4 Paper, blotting, in bundles, crates or boxes.....	3	5	35 Paste, laundry, in wood.....	3	
5 Paper, blue print or photographic, in cases.....	1		36 Patent insides (newspapers).....	2	
6 Paper, book, white or colored, in bundles, crates or boxes.....	4	5	37 Patterns, paper, boxed.....	1	
7 Paper, building or roofing, in rolls, bundles or crates.....	4	9	38 Patterns, wood or metallic.....	1	3
8 Paper, card, in bundles, crates or boxes.....	2	3	39 Peach stones, in bags, bbls. or casks.....	4	6
9 Paper, carpet or lining, in bundles, crates, boxes or rolls.....	4	7	40 Pearl hardening, in bbls. or casks.....	4	6
10 Paper, cigarette, in boxes.....	1		41 Pears, in baskets, boxes or bbls.....	5	Wheat tar. rates
11 Paper, emery, flint or sand, in bundles, crates or boxes.....	4	6	42 Peas, cow, in sacks or barrels.....	5	Grain rates.
12 Paper, enameled, glazed or surface coated, in crates or boxes.....	2	3	43 Peas, roasted, in bags or barrels.....	3	5
13 Paper, fly, in bundles, crates or cases.....	1	3	44 Pea hulls, in bbls. or sacks.....	5	
14 Paper, printing, N. O. S., in bundles, crates or boxes.....	4	6	45 Pea hulls.....		6
15 Paper, printing, for newspapers, in rolls or bundles.....	4	6	46 Pea hulls, in bulk, 15,000 lbs. and over.....	5	
16 Paper, scrap or waste, in bags, sacks or crates.....	2	9	47 Pea hulls, in bulk, less than 15,000 lbs., NOT TAKEN.....		
17 Paper, scrap or waste, pressed in bales.....	5	9	48 Peat or peat moss.....	3	9
18 Paper, shelf, decorating, in bundles, crates or boxes.....	2	5	49 Pedestals, store stool, iron, crated or boxed.....	2	
19 Paper, tissue or toilet, in bundles, crates or boxes.....	2	5	50 Pedestals, wooden, crated or boxed.....	1	
20 Paper, wall, blank, in boxes or bundles.....	2	3	51 Pegs, shoe, in bags or bbls.....	3	5
21 Paper, waxed or oiled, in bundles, crates or boxes.....	2	4	52 Pencils, lead, boxed.....	1	
22 Paper, wrapping, N. O. S., in bundles or crates.....	3	6	53 Pencils, slate, boxed.....	2	
23 Paper, wrapping, parchment, in crates or boxes.....	2	4	54 Pens, boxed.....	1	
24 Paper, wrapping, printed, in bundles or crates.....	3	6	55 Pepper, in bags, boxes or barrels.....	2	4
25 Paper, wrapping, straw, rag, wood pulp or manila, in rolls, bundles or crates.....	4	7	56 Pepper, meal or mixtures.....	2	4
26 Paper, writing, in bundles, crates or boxes.....	2	5	57 Pepper sauce.....	4	5
27 Paper mache, boxed.....	1	3	58 Perfumery.....	1	
28 Paris green, in tin cans, loose.....	2	4	59 Peroxide of Silicates (bug killer), in bbls.....	3	5
29 Paris green, in paper lined boxes, kegs or bbls.....	2	5	60 Petrolatum, in glass.....	1	3
30 Partitions, rolling or folding, wood or wood and iron combined, crated or boxed.....	3	5	61 Petrolatum, in cases, boxed.....	2	
31 Paste, almond, in cans, boxed.....	2		62 Petrolatum, in bbls.....	3	
			63 Petroleum tar, or residuum, in glass or jugs, packed in boxes, jackets or kegs, corks secured by metal caps, cement or wire.....	3	5
			64 Same, not packed, not taken.....		
			65 Same, in wood.....	3	5
			66 Petroleum, tailings, in bbls.....	4	
			67 Petroleum, tailings, in tank cars.....		5
			68 Phenyle (disinfectant), dry, in boxes.....	2	5
			69 Phenyle (disinfectant), dry, in bbls. or casks.....	3	5
			70 Phonographs and attachments, in boxes, crates or barrels.....	1	3
			71 Phonograph stands, crated or boxed (C. L. minimum weight 16,000 lbs.).....	1	3
			72 Phosphate rock.....		10
			73 Phosphates (for fertilizing purpose-), in bags or bbls.....	4	10

Classification—Continued.

P	L.C.L.	C. L.	P	L.C.L.	C. L.
1 Phosphorus, only taken in tins hermetically sealed..	1½		36½ Pipe, elbows and fittings, conductor, galv. iron or tin, nested in crates.....	3	5
2 Phosphor bronze.....	2	4	37 Pipe, stove, loose or in bdis.	D 1½	5
3 Photographic albums, bxd.	1		37½ Pipe, stove, crated.....	1½	5
4 Photographic backgrounds and scenery, crated or boxed, P. P. released.....	D 1½		38 Pipe, stove, sheet iron, cut in shape for stove pipe and elbows, packed flat or nested, boxed or crated....	4	5
5 Photographic cameras, bxd.	1		39 Pipe, water, wooden or bored logs (not wooden or pump tubing).....	4	8
6 Photographic dry plates, boxed.....	3		40 Pipe fittings, nickel-plated, in boxes or bdis.....	3	
7 Photographic material, N. O. S.....	1		41 Pipe stems, reed, in bundles, boxes or barrels.....	1	6
8 Photo stands, boxed.....	1		42 Pipe tongs and pipe wrenches, iron or steel.....	3	
9 Picking sticks, wooden (for use in woolen mills).....	4	5	43 Pipes, tobacco, N. O. S.....	1	
10 Pickle or brine, in bdis. or casks.....	4	5	44 Pipes, tobacco, com. clay, in boxes or barrels.....	2	4
11 Pickles, in glass, in boxes, bdis. or casks, O. R., including chautney, chow chow, capers, chili sauce, salad dressing, salad oil, catsup in glass, florence cream, horse radish, prepared mustard, olives and all table sauces, N. O. S.....	4	5	45 Pipes, tobacco, corn cob, in boxes.....	2	4
12 Pickles, in wood or tin cans, boxed; also sauer kraut..	4	5	46 Pitch.....	5	9
13 Pickles, in tank cars to be furnished by shippers, empty tanks to be ret. free.....		5	47 Planes, jack, jointer or smooth, complete.....	2	
14 Picture matting boards (wood pulp) in packages.....	2		48 Plane bodies, boxed.....	3	
15 Pie preparations, dry.....	4	5	49 Plane bodies.....		5
16 Pigeons, clay, in boxes, casks or crates.....	3	5	50 Plane knives or blades, bxd.	2	
17 Pigeons, live, in coops or crates.....	3½		51 Plants, in bales, N. O. S., P. P.....	1½	6
18 Pigs feet, packed.....	4	5	52 Plants, in boxes or bdis., N. O. S.....	D 1	6
19 Pigs feet, pickled.....	4	5	53 Plants, artificial, in cases.....	4	9
20 Pigs feet, in bulk, owner, to load and unload.....		5	54 Plaster, adamant wall.....	4	9
21 Pile drivers, K. D.....		5	55 Plaster, calcined.....	5	10
22 Pile drivers, on their own wheels, actual wgt. of car, trucks and contents to be charged for, minimum wt. 30,000 lbs.....		10 Lum'r rates.	56 Plaster, land.....	4	5
23 Piles.....	4		57 Plaster, land, medicated (bug killer), in barrels....	4	9
24 Pillow sham holders, crated or boxed.....	1		58 Plaster, stucco.....	4	9
25 Pillows, N. O. S. in pkgs.....	D 1		59 Plaster, wall, N. O. S.....	4	9
26 Pillows, fir, in bales.....	1		60 Plaster board or plaster cloth, composition, plain, in packages.....	3	8
27 Pimento.....	2		61 Plasters, medicinal.....	1	
28 Pine, ground, in bales, bxs., bdis. or casks, P. P.....	1	5	62 Plasters, surgical.....	1	
29 Pineapples, P. P.....	1		63 Plaster paris.....	4	8
30 Pins, in packages.....	1	3	64 Plastico (wall finish).....	4	5
31 Pins, tuning, boxed.....	2		65 Plated goods or ware.....	1	
32 Pipe, block tin, in casks.....	4	5	66 Plates, stereotype.....	2	
33 Pipe, blow, galv. iron, for dust arresters, not nested.....	1½	5	67 Plates, stereotype, old, in bxs. or bdis., when name of article is plainly marked on outside of packages and st. ted in shipping receipt and bill of lading.....	4	
34 Pipe, blow, galv. iron, for dust arresters, nested.....	3	5	68 Plates, engraving, copper, steel or zinc, boxed.....	3	
35 Pipe, cement or sewer.....	4	10	69 Plates, pie, paper, nested, in packages.....	3	
35½ Pipe, elbows and fittings, cond'r galv. iron or tin, not nested, in crates or boxes.....	1	4	70 Plumbago or plumbago facings, in bags, boxes, kegs or barrels.....	3	4
36 Pipe, elbow and fittings, conductor, galv. iron or tin, not nested.....		5	71 Plumbago or plumbago facings, in casks.....	4	5
			72 Plumbers' materials, N. O. S., in boxes or casks.....	2	
			73 Pokes, animal.....	1	5

Classification—Continued.

P	L.C.L.	C. L.	P	L.C.L.	C. L.
1 Poles, barber, boxed.....	3	.....	38 Chickens or ducks, per coop or crate:		
2 Poles, bamboo or cane, P. P., in bundles.....	D 1	.....	39 Size 3x2 feet, 100 lbs.....	1	.....
3 Poles, bamboo.....		3	40 Size 3x4 feet, 170 lbs.....		
3 Poles, sucker rod, wooden..	3	5	41 Size 3x6 feet, 250 lbs.....		
4 Poles, telegraph, wooden....		Lumber rates	42 Turkeys and geese, per coop or crate:		
6 Polishing compounds or powders, N.O.S., in pkgs., packed in cases.....	1	4	43 Size 3x2 feet, 100 lbs.....	1	.....
7 Polishing compound, in cakes or bulk, in boxes or bbls.....	3	5	44 Size 3x4 feet, 200 lbs.....		
8 Polish, furniture, in glass or earthenware.....	1	3	45 Size 3x6 feet, 300 lbs.....		
9 Polish, furniture, in cans, boxed.....	2	.....	46 Poultry, live, minimum weight 20,000 lbs., (rule 7 not to apply) man in charge to be carried free, no free return passage to be given.....		6
10 Polish, furniture, in wood....	3	.....	47 Poultry, live, in live poultry cars, 34 feet or less in length, same weight and rate as poultry, live, in car loads.....		
11 Porcelain ware, in boxes.....	1	.....	48 Poultry, live, in live poultry cars, exceeding 34 feet in length, minimum weight 20,000 lbs.....		6
12 Porcelain ware, in bbls. or casks.....	2	.....	49 Note.—Detachable coops or crates returned with or without car, to be charged for at classified rating of empty coops or crates.....		
13 Post hole diggers.....	3	5	50 Poultry, dressed, O. R.....	1	3
14 Post-office woodwork, N.O.S., and lock boxes, S. U., crated or boxed.....	D 1	4	51 Poultry kennels, K. D. flat or folded flat, crated or boxed.....	3	.....
15 Post-office woodwork, N.O.S., and lock boxes, K. D., crated or boxed.....	2	Lumber rate	52 Poultry or game, dressed, in boxes or bbls.....	1	3
16 Posts, fence, wooden, N.O.S	4	.....	53 Powder, baking, in glass, packed.....	1	3
17 Potash, N. O. S., in cans, boxed.....	4	5	54 Powder, baking, N. O. S.....	3	4
18 Potash, N. O. S., in kegs.....	4	5	55 Powders, cattle or horse, in boxes.....	1	.....
19 Potash, N. O. S., in bbls. or casks.....	4	5	56 Powders, cattle or horse, in bbls.....	2	.....
20 Potash, bi-chromate of.....	3	4	57 Powder, common black or wood, and blasting powder of the same composition, in fireproof magazines or metallic kegs, at company's convenience magazines to be forwarded and returned free, O.R.....	D 1	.....
21 Potash; caustic, in cans, boxed or in iron drums.....	4	5	58 Same in lots of 50 kegs or over.....	1	.....
22 Potash, chlorate of, in bulk, in kegs or bbls.....	3	4	59 Note.—The amount of charges on a shipment of less than 50 kegs shall not exceed the charges on 50 kegs.....		
23 Potash, cyanide of, in cases.....	2	.....	60 Powder, other than common black or wood powder, taken only by special agreement.....		
24 Potash, muriate of, for fertilizing purposes.....	4	10	61 London Purple (insect powder), in packages.....	2	5
25 Potash balls.....	4	5	62 Powder, insect, N. O. S.....	1	4
26 Potash tablets, chlorate of, in packages.....	1	.....	63 Powders, jelly, in pkgs.....	3	.....
27 Pots, corrosive.....	4	7	64 Powder, meat preserving, or Preservaline, in packages.....	4	5
28 Pots, flower, earthen, in boxes or bbls.....	3	7	65 Powder toilet, in pkgs.....	1	.....
29 Pots, flower, earthen, in crates, tierces, casks or hhds.....	4	7	66 Powder flasks, boxed.....	1	.....
30 Pots, flower, earthen, broken, in pkgs., P. P.....	4	7	67 Powders, brass, bronze, copper, metal, wall finishing, in boxes.....	1	.....
31 Pots, glass house, earthen, securely crated or boxed.....	1	3	68 Powders, soap, dry, in pkgs.....	5	6
32 Pots, glass house, earthen, broken.....	3	6			
33 Pots, glue, iron.....	4	5			
34 Potters' pins and stilts, in bbls. or hhds.....	4	5			
35 Pottery, art, boxed.....	1	.....		
36 Pottery, bric-a-brac.....	1	.....		
37 Poultry, live, in coops or crates, at the following minimum weights per coop or crate, actual weight to be charged for when in excess of the minimum weights; man in charge to pay full fare:					

Classification—Continued.

P	L.C.L.	C. L.	P	L.C.L.	C. L.
1 Powders, washing, dry, in packages.....	5	6	48 Pumps, brass.....	2	4
2 Presses, bookbinders, S. U.....	1		49 Pumps, chain (or belting)...	2	6
3 Presses, bookbinders, K. D.....	2	6	50 Pumps, copper.....	2	6
4 Presses, broom, S. U.....	1	6	51 Pumps or pump cylinders, iron.....	3	6
5 Presses, broom, K. D., crated or racked.....	2	6	52 Pumps, steam, iron, boxed.....	3	6
6 Presses, cheese or lard, S. U.....	1	5	53 Pumps, tin, crated.....	1	
7 Presses, cheese or lard, K. D.....	2	5	54 Pumps, tin.....	2	4
8 Presses, cider.....	2	6	55 Pump curbs.....	2	6
9 Presses, cider, weighing two tons and over to each complete press, K. D.....	3	6	56 Pump cylinders, brass.....	3	5
10 Presses, copying.....	2	4	57 Pump, for fireworks, in b'x's.....	D 1	
11 Presses, cotton, K. D.....	4	6	58 Purifiers, water, other than filters.....	2	6
12 Presses, hand (fruit or vegetable), N. O. S., in pkgs.....	2	5	59 Putty, in packages.....	4	5
13 Presses, harness.....	2				
14 Presses, printing, S. U.....	1		Q		
15 Presses, printing, securely crated or boxed, or K. D. in pieces.....	2		60 Quicksilver, in iron flasks.....	1	
16 Presses, printing.....		6	61 Quicksilver flasks.....		8
17 Presses, seal, in boxes, bbls. or casks.....	2		62 Quills, goose and turkey, in bales, bbls, bxs. or crates.....	D 1	
18 Presses, tobacco, S. U.....	1	6	63 Quilts, bed, feather or down.....	1	
19 Presses, tobacco, K. D.....	2	6	64 Quilts, bed, N. O. S.....	1	
20 Presses, veneer, iron.....	1	5	65 Quoins, printers, in boxes or bbls.....	3	7
21 Presses, N. O. S., S. U.....	1				
22 Presses, N. O. S., K. D.....	2	5	R		
23 Press screws, tobacco.....	2	5	66 Racks, butchers' meat, S. U., crated or boxed.....	1	
24 Pretzels, in bbls. (C. L., minimum weight 20,000 lbs.).....	2	4	67 Racks, butchers' meat, K. D., crated or boxed.....	3	
25 Primers, N. O. S.....	1		68 Racks, bag, postal, iron, in boxes.....	3	
26 Primers, high explosive, taken only by special agreement.....			69 Racks, display, N. O. S., S. U., crated or boxed.....	D 1	
27 Printed matter, in sheets boxed or in bbls., P. P.....	1	3	70 Racks, display, N. O. S., K. D., crated or boxed.....	1	
28 Printers' chases, iron, boxed.....	2	7	71 Racks, feed, wooden (for live stock), S. U.....	3t 1	
29 Printers' elastic composition.....	3	7	72 Racks, hay, stable, iron, loose.....	3	6
30 Printers' elastic composition rollers, boxed.....	2	6	73 Racks, roll paper, boxed or crated.....	1	
31 Props.....	4	Lumber rates	74 Racks, shoe, S. U., crated or boxed.....	D 1	
32 Prunes, in glass, boxed.....	1	3	75 Racks, shoe, K. D., crated or boxed.....	1	
33 Puddings and puddine, in glass, boxed.....	1	3	76 Radiators, gas, crated or bxd.....	2	5
34 Puddings, in cans, boxed.....	4	5	77 Radiators, steam.....	3	5
35 Puddings, dry, in paper packages, boxed.....	3		78 Rafters, green house, in bbls or crates.....	3	5
36 Pulleys, compressed paper, in packages.....	3	5	79 Rafts, life, loaded in box cars, actual weight.....	1½	
37 Pulleys sash, in pkgs.....	3	5	80 Rags, in bags, sacks or crates (C. L. minimum weight 14,000 lbs.).....	2	7
38 Pulleys, wood.....	3	6	81 Rags, pressed in bales (C. L. minimum weight 20,000 lbs.).....	5	8
39 Pulley and tackle blocks.....	3		82 Rattan.....	1	3
40 Pulley wheel clutches.....	2	5	83 Reeds, N. O. S.....	1	3
41 Pulp beet sugar or residue, in bulk.....		7	84 Reels, N. O. S.....	3	5
42 Pulp, mineral.....	4	5	85 Reel stock or stuff, wooden in the rough.....		6
43 Pulp, straw.....	4	8			
44 Pulp, wood.....	4	8			
45 Pumps, wooden.....	3	9			
46 Pumps and tubing, wooden, mixed car loads.....	3	9			
47 Pump tubing, wooden.....	3	Lumber rates			

Classification—Continued.

R	L.C.L.	C. L.	R	L.C.L.	C. L.
1 Registers, hot air, iron, (in- cluding boilers and frames in packages).....	3	5	49 Root, ginger.....	2	
2 Regulators, natural gas, iron, crated or boxed.....	3		50 Root, horseradish, in pkgs., P P.....	2	4
3 Rennet, in glass or earthen- ware, packed in boxes or bbls.....	2	3	51 Root, Laurel.....	2	5
4 Rennet, liquid, in bbls.....	2	3	52 Root beer, in glass or wood	3	5
5 Retorts, gas, clay.....	3	8	53 Root beer extract, in glass, packed.....	1	3
6 Retorts, gas, iron.....	4	8	54 Roots, N. O. S., P. P., in bags or bbls.....	3	4
7 Retorts, glass, in pkgs.....	D 1		55 Roots, hop, in bags.....	2	
8 Retorts, plumbago.....	1	3	56 Roots, hop, min. weight 12,000 lbs.....		4
9 Rice, rice flour, rice meal and broken rice.....	4	5	57 Roots, rice, in bales.....	2	4
10 Rice chaff or rice hulls (C. L., min. wt. 20,000 lbs.).....	4	Grain rates.	58 Rope, in coils, reels or pkgs.	4	
11 Rigging, in boxes or casks.....	2		59 Rope, hair.....	1	
12 Rigging, loose.....	4		60 Rope or rag dust and shear flocks, in bags, sacks or crates, C. L., minimum 14,000 lbs.....	2	7
13 Rings, hog, in pkgs.....	4	5	61 Rope or rag dust, pressed in bales, C. L. minimum 20,000 lbs.....	5	8
14 Rivets, tacks and points, glaziers.....	3	5	62 Rope hawseers.....	4	
15 Roasters, coffee.....	1	5	63 Rope mill waste or sweep- ings, in bags, sacks or crates.....	2	
16 Roasters, peanut.....	1	4	64 Rope mill waste or sweep- ings, pressed in bales.....	5	
17 Robes, cloth, in cases.....	1		65 Rosin.....	4	8
18 Rockers, iron, for soda water drums.....	3		66 Rosin oil or grease, in wood	4	8
19 Rods, iron or steel, brass or copper-covered, in pkgs.....	4	5	67 Rubber, in sheets.....	1	4
20 Rods, stair, in pkgs.....	2		68 Rubber, crude.....	3	
21 Roller bearings, for wagon or carriage axles.....	3	4	69 Rubber couplings.....	2	
22 Rollers, garden or lawn.....	2	3	70 Rubber fruit jar rings, in packages.....	3	4
23 Rollers, field, C. L., min. 20,000 lbs.....	3	6	71 Rubber goods, N. O. S.....	1	
24 Rollers, land, K. D.....	3	6	72 Rubber heels and soles for boots and shoes, in bxs.....	1	
25 Rollers, road, iron.....	3	6	73 Rubber rollers, for clothes wringers, not boxed.....	D 1	4
26 Rollers, road, steam, min. wt. 10,000 lbs each.....	3	6	74 Rubber rollers, for clothes wringers, bxd. or crated.....	2	4
27 Rollers, wooden, N. O. S.....	3	5	75 Rubber scrap (C. L., min. weight 15,000 lbs.....	4	8
28 Rollers, wooden, for in- clined planes.....	3	5	76 Rubber springs.....	4	5
29 Rolls, iron.....	4	6	77 Rubber stamps, boxed.....	1	
30 Rolls, iron or steel, rubber or comp. covered, bxd.....	2		78 Rubber substitute (vege- table oil fibre), in bags or sacks.....	1	
31 Rolls, iron, for roller mills.....	4	6	79 Rubber tires, N. O. S., crated or boxed.....	1	
32 Roofers' material and im- plements, in mixed lots.....		5	80 Rubber tires (solid rubber).	2	
33 Roofing and siding canvas.....		7	81 Rugs, oriental, boxed.....	1	
34 Roofing, cement and gravel.....	4	8	82 Rugs, oriental, not boxed, not taken.....		
35 Roofing, iron or tin, in boxes, bundles or rolls.....	5		83 Rules, wooden, in boxes.....	2	
36 Roofing, iron or tin.....		6	84 Rushes, swamp, in bundles or bales (C. L., min. wt. 16,000 lbs.....	D 1	3
37 Roofing, metal, N. O. S.....	4	5	85 Rustic work, not boxed.....	D 1	
38 Roofing, N. O. S.....	4	5	86 Rustic work, boxed.....	1	
39 Roofing composition.....	4	8	87 Rye, roasted, in bags or barrels.....	5	6
40 Roofing felt or paper.....	4	9			
41 Roofing paper, asbestos, in rolls or cases.....	4	9			
42 Roofing, slate, loose.....	3	9			
43 Roofing, slate, in pkgs.....	4	9			
44 Root, arrow in boxes.....	2				
45 Root, canaigre, for tanning purposes, in boxes, bbls. or sacks.....	4				
46 Root, canaigre, for tanning purposes.....		8			
47 Root, chicory, in bags, bxs. or bbls.....	3				
48 Root, chicory.....		5			
			S		
			88 Sad irons, loose.....	3	

Classification—Continued.

S	L.C.L.	C. L.	S	L.C.L.	C. L.
1 Sad irons, in bbls or boxes.	4	5	48 Saws, portable steel rail, on own wheels, actual wgt. of car, trucks and contents to be charged for, min. weight 60,000 lbs.		10
2 Safes, bread, cheese, meat or milk	3	6	49 Scabbards, boxed.	1	
3 Safes, preserves, S. U.	1		50 Scales, automatic weighing, boxed	2	4
4 Safes, preserve, K. D.	3	6	51 Scales, N. O. S., and scale beams	2	5
5 Sagers, loose	3		52 Scales, Hopper, portable, K. D., boxed	2	5
6 Sagers, packed in boxes, bbls. or casks	4	6	53 Scales, Hopper, stationary, K. D.	3	5
7 Sagger shards, in boxes, bbls. or casks	4	6	54 Scales, portable platform (with or without wheels), K. D., boxed	2	5
8 Sagger hards, loose, L. C., not taken			55 Scales, wagon or track, K. D.	3	5
9 Sails, in bundles or bales	1		56 Scales, warehouse platform, stationary, K. D.	3	5
10 Sal Ammoniac	3	5	57 Scale beams and wgt. bxd.	3	5
11 Saleratus	4	5	58 Scale boards, in bundles	3	
12 Sal Soda	4	5	59 Scale boards		6
13 Salt, in glass or earthenware, packed in boxes or barrels	4		60 Scientific apparatus, N. O. S., packed in bxs. or bbls	1	
14 Salt in boxes or sacks	4		61 Scoops, combined wood and iron or tin, in crates, boxes or barrels	3	5
15 Salt, in barrels	5		62 Scoops, feed wooden, in bundles, crates or boxes	2	5
16 Salt		Salt tariff rates.	63 Scoops, potato or corn, in bundles	3	
17 Salt bricks or rollers (for animals), in pkgs.	4	6	64 Scorifiers, earthen, in bbls. or hhds.	4	5
18 Salt, bromide of, in bbls.	3	5	65 Scrapers, boiler flue, iron or steel, in boxes	3	
19 Salt cake	4	6	66 Scrapers, broom corn	1	
20 Salts, aniline, in boxes	2	4	67 Screenings, bone black	2	6
21 Salts, aniline, in kegs, bbls. or casks	3	4	68 Screenings, grain, same as gr. from which screened.		
22 Salts, epsom or glauber, in boxes, kegs or bbls.	4	6	69 Screens, N. O. S.	1	7
23 Salts, nickel, in boxes, kegs or barrels	3		70 Screens, bamboo, crated or boxed	D 1	
24 Salts, rochelle, in boxes or kegs	1	5	71 Screens, coal, foundry or sand	2	6
25 Salts, rochelle, in bbls.	2	5	72 Screens, revolving coal	2	
26 Saltpetre	4	5	73 Screens, wire, door or window, in bundles, boxes or crates	3	
27 Sand or gravel, bird, in pkgs.	4		74 Screens, wire, door or window, min. wt. 20,000 lbs.		7
28 Sand, in bags or bbls.	5	10	75 Screen material, perforated iron or steel	3	5
29 Sand		10	76 Screws bench and hand, iron or wood, boxed	3	
30 Saratoga chips, in bbls. or boxes	1		77 Screws, bench and hand, iron or wood		5
31 Sash or doors, if glazed with glass other than with common window glass, released (min. wt. 20,000 lbs.)	2	5	78 Screws, bench and hand, iron or wood, in bundles, L. C. L., not taken		
32 Sash, N. O. S.	4	Lumber rates.	79 Screws, brass	3	4
33 Sash, glazed (common glass), crated	4		80 Screws, copper	3	4
34 Sash, glazed (common glass), released	4	Lumber rates.	81 Screws, iron, in bxs. or kegs	4	5
35 Sauce, celery	4	5	82 Screws, nickel or silver-plated, in packages	2	
36 Sauce, tomato	4	5	83 Screws, steel, in boxes	4	
37 Sauer Kraut, in wood	4	5	84 Screws, steel		5
38 Sausage casings, in pkgs.	4	8	85 Scuttles, coal, iron (not coal vases)	2	5
39 Sawdust	4	10	86 Sealing wax, N. O. S.	1	
40 Saws, loose	1½				
41 Saws, on boards	1				
42 Saws, boxed	2				
43 Saws, buck, in bundles	1				
44 Saws, buck, in crates or bxs.	2				
45 Saws, circular, with frame	1½				
46 Saws, circular, completely boxed	2				
47 Saws, drag, with horse power	2				

Classification—Continued.

S	L.C.L.	C. L.	S	L.C.L.	C. L.
1 Seals, car, clay, lead or tin, in boxes or bbls.	4	5	44 Shells, conch, in boxes or bbls.	2	4
2 Seeds, N. O. S.	1	3	45 Shells, egg, crushed, in packages	3	7
3 Seed, alfalfa	3	6	46 Shells, nut, ground, in bags or bbls.	3	5
4 Seed, annato	1	3	47 Shells, nut	4	7
5 Seed, bird, in packages	4	6	48 Shells, oyster, clam or mussel	4	7
6 Seed, broom corn	3	5	49 Shells, oyster, clam or mussel, ground, in paper bags or boxes	3	7
7 Seed, canary, in bags	3	5	50 Shells, oyster, clam or mussel, ground, in burlap or cotton bags, bbls. or casks	4	7
8 Seed, cane or rape	3	6	51 Shells, pearl, in bags, boxes or bbls.	2	4
9 Seed, caraway, anise, poppy and fennel	1	3	52 Shells, sea, N. O. S. in boxes or bbls.	2	5
10 Seed, clover, red top or timothy	3	6	53 Shingles, metal	4	7
11 Seed, cotton, flax or linseed	3	Wheat tar. r'ts	54 Ship knees	5	Grain rates.
12 Seed, cotton, flax or linseed, may be taken in bulk when cars are securely lined by and at the expense of the shipper		Wheat tar. r'ts	55 Ship stuff, in bbls. or sacks		
13 Seed, decorticated cotton, in bags, boxes or bbls.	3	5	56 Ship stuff		
14 Seed, foreign, greek	3	5	57 Ship stuff, in bulk, 15,000 lbs. and over	5	
15 Seed, garden	3	5	58 Ship stuff, in sacks, 2,000 lbs. or over (same as flour)		
16 Seed, grass or orchard	3	5	59 Ship stuff, in bulk, less than 15,000 lbs., not taken		
17 Seed, hemp, Hungarian and millet	3	6	60 Shoddy, in bags, sacks or crates	2	
18 Seed, locust	1	3	61 Shoddy, in machine pressed bales	3	
19 Seed, mustard, in bags, boxes, bbls. or casks	2	5	62 Shoddy (Rule 7 not to apply), min. wt. 12,000 lbs.		7
20 Seed, osage orange	2	4	63 Shoe button fasteners, in packages	1	
21 Seed, pumpkin	3	5	64 Shoe dressing, in glass or earthenware, packed in boxes or barrels	1	4
22 Seed, sunflower	3	6	65 Shoe dressing, in tin, boxed	3	4
23 Seed, sugar beet	3	5	66 Shoe and leather findings, N. O. S. in packages	1	
24 Seed cases or cabinets, wrapped, crated or boxed (C. L., min. wt. 16,000 lbs.)	1	3	67 Shoe shanks, iron or steel, in packages	3	
25 Seed, wheat, rye, barley, corn and oats, same as grain			68 Shoe shanks, wooden, in packages	2	
26 See-saws, K. D., in pkgs.	1		69 Shoes and boots, in boxes	1	
27 Shade cloth, N. O. S., boxed	1		70 Shoes and boots, felt, in bxs	1	
28 Shade cloth, plain, uncut and undecorated, in bales or boxes	3		71 Shooks, bbl. cask, hhd. or tnk	4	9
29 Shade fixtures, N. O. S. crated or boxed	2	4	72 Shorts, in bbls. or sacks	5	Grain rates.
30 Shade rollers, in bundles	3	5	73 Shorts		
31 Shade rollers and end fixtures for same, in boxes	3	5	74 Shorts, in bulk 15,000 lbs. and over	5	
32 Shade slats, in bundles or boxes	3	5	75 Shorts, in bulk, less than 15,000 lbs. not taken		
33 Shale, for road making		soft coal rates.	76 Shorts, in sacks, 2,000 lbs or over (same as flour)		
34 Shavings, brewers' or chips	3	10	77 Shot, in bags, N. O. S.	2	5
35 Shavings, prepared (for purifying gas), in sacks	3	6	78 Shot in double bags	4	5
36 Shavings, vinegar or chips	3	10	79 Shot, in kegs	4	5
37 Shavings, wood, in bales (C. L., minimum weight 20,000 lbs.)	4	10	80 Shot and bullets, in boxes	4	
38 Shavings, wood, in bulk, minimum weight 20,000 lbs.		10	81 Shot, iron, chilled, in double bags, boxes, kegs, bbls. or casks	4	5
39 Sheep dip, liquid or powdered, in packages	3	6	82 Shovels and spades, with wooden h'dies, in bundles	2	3
40 Shells, block, wood	4		83 Shovels, scoop, with wooden handles, nested in bbls	2	3
41 Shells, cartridge, brass, empty	1				
42 Shells, cartridge, paper, empty	1				
43 Shells cocoa, in packages	4	8			

Classification—Continued.

S	L.C.L.	C. L.	S	L.C.L.	C. L.
1 Shovels, snow, wooden, in bundles or crates, (C. L. minimum wt. 20,000 lbs.)	2	5	40 Sisal	4	5
2 Show cases and cabinets, boxed	D1	3	41 Sizing	4	9
3 Show case bases and roofs, crated or boxed	D1		42 Skates, ice or roller, boxed	2	
4 Show case frames, boxed	1	3	43 Skeletons, boxed	3t 1	1
5 Show case stuff, wooden, in the white, K. D. in bundles or crates	3	5	44 Skewers, wooden, in bbls. or boxes	3	5
6 Shuttles, wood or iron	2	6	45 Skewers, wooden		
7 Sieves and flour bins, combined tin, crated or boxed (C. L., min. wt., 12,000 lbs)	1½	4	46 Skins, chamois, dressed, in cases	1	
8 Sieves and flour bins, combined, wooden, wrapped, crated or boxed, (C. L. min. wt., 12,000 lbs)	1½	4	47 Skins, kid, in cases	1	
9 Sieves or riddles, not nested, loose or in bundles	D1		48 Skylight frames, iron glazed or unglazed, (C. L. min. weight, 10,000 lbs)	1½	3
10 Sieves or riddles, nested in bundles	1½		49 Slag		Soft c'l rates.
11 Sieves or riddles, nested, crated, or boxed	2		50 Slate counter tops, boxed	2	4
12 Sieves or riddles (C. L., min. wt. 12,000 lbs)		6	51 Slate curbing, fencing and paving	4	10
13 Sieve or riddle rims, in bbls	3		52 Slate dust and scrap	4	10
14 Sieve or riddle rims (C. L., minimum wt. 12,000 lbs)		6	53 Slate, ground, in bags	4	9
15 Sieve or riddle rim hoops, coiled	3	6	54 Slate lintels, window sills, copings, stairways, floor tiles, and ridge poles	4	5
16 Signs, sheet iron, zinc or steel, mounted on frame, two or more clet'd together	2	4	55 Slate or stone slabs, same as marble, released	4	9
17 Signs, N. O. S., boxed	1		56 Slates, school, shaved, loose	4	5
18 Signs, glass, boxed	1		57 Slates, school, N. O. S.	4	5
19 Signs, iron, boxed	1	4	58 Slates, silicate, boxed	4	5
20 Signs, paraffine, in pkgs	3		59 Sleeping car diaphragms, folded, flat, in bundles, bales or crates	1	
21 Signs, tin, boxed	1	4	60 Smalts, painters', same as paints		
22 Signs, wire	D1		61 Smoke stacks, locomotive	1	
23 Signs, wood, P. P.	1		62 Smoke stacks, N. O. S., cut in sections, loaded in box cars	1	
24 Signs, wood, in bundles (not to exceed 12 ft in length)	3	5	63 Smoke stacks, cast iron, K. D., in pieces	3	6
25 Signs, cloth, in bundles	3		64 Smoke stacks, requiring flat or gondola car, min. weight 4,000 lbs. each	1	6
26 Sign stand, (sidewalk) S. U.	1		65 Smoke stacks		6
27 Sign stands, (sidewalk) K. D.	2		66 Snow plows, railroad, on own wheels, weighing 100,000 lbs. each, or under actual wt. of car, trucks and contents to be ch'rg'd for, min. wt. 60,000 lbs., man in charge carried free		10
28 Silesian, white	4	6	67 Snow plows, railroad, on own wheels, weighing over 100,000 lbs. each, taken only by special agreement		
29 Silex, N. O. S.	3	9	68 Snow sweepers, street Ry		
30 Silex, in bbls, or casks	4	9	69 One snow sweeper, loaded on flat or gondola car, min. wt. 8,000 lbs.	1	
31 Silica, N. O. S.	3	9	70 Two snow sweepers, loaded on one flat or gondola car		6
32 Silica, in bbls or casks	4	9	71 Three snow sweepers loaded on one flat or gondola car, min. wt. 30,000 lbs.		6
33 Silicate solution, in bbls	3		72 Snuff, in packages	1	
34 Silicate solution, in tank cars to be furnished by shipper, min. wt. 24,000 lbs empty tanks returned free		5	73 Soap, in packages	5	6
35 Silk, raw, in bales, taken only by special agreement					
36 Sinews	4	9			
37 Sinks, stone or earthenware	3	5			
38 Siphons, iron or steel, for flushing sewers	4	5			
39 Siphons, mineral water, glass, in packages	2	4			

Classification—Continued.

S	L.C.L.	C. L.	S	L.C.L.	C. L.
1 Soap, soft.....	5	6	54 Spool heads, wooden, in the rough, in bags, crates, boxes or bbls.....	4	6
2 Soap, extract, dry in pkgs.....	5	6	55 Spool wood, in bundles.....	4	6
3 Soap, extract, liquid, in bottles, packed.....	2	4	56 Spoons, tinned or tinned iron, boxed.....	3	.....
4 Soap, extract, liquid, in bbls.....	5	6	57 Spoons and fish tongs, wooden, in packages.....	2	.....
5 Soap, stock, N. O. S.....	3	5	58 Sportsman's glass balls, in boxes or bbls.....	3	5
6 Soap stone.....	4	6	59 Sprayers, knapsack.....	2	.....
7 Sod cutters.....	2	3	60 Springs, cushion, woven wire (not coiled) pressed flat, in packages.....	2	.....
8 Sod, in rolls or pkgs.....	4	6	61 Springs, cushion, woven wire (not coiled), N.O.S., in packages.....	1	.....
9 Soda, ash.....	4	6	62 Springs, iron or wire, coiled, including wire, mattress springs, in bundles.....	1	5
10 Soda, bi-carbonate of.....	4	5	63 Springs, iron or wire, coiled, including wire, mattress springs, in bbls., boxes or casks.....	3	5
11 Soda, bi-cromate of.....	3	4	64 Springs, organ, steel, in packages.....	1	.....
12 Soda, bi-sulphite of, in bbls.....	4	5	65 Squibs, miners', in boxes.....	1	.....
13 Soda, caustic, in pails or tubs.....	4	5	66 St. John's bread or honey beans.....	2	.....
14 Soda, caustic, in cans, bxd.....	4	5	67 Stage scenery.....	D1	4
15 Soda, caustic, in bbls. or iron casks.....	4	6	68 Stains or colors, mortar, in kegs, bbls. or casks.....	4	6
16 Soda, crystal carbonate of, in bbls. or casks.....	3	5	69 Stains, furniture or wood, in tin cans, crated, boxed or packed in bbls.....	3	5
17 Soda, dry, N. O. S.....	3	4	70 Stain, furniture or wood, in kegs, half-bbls or bbls.....	4	5
18 Soda, hypo-sulphite of, in kegs or bbls.....	4	5	71 Stain, leather, in wood.....	3	5
19 Soda, nitrate of.....	4	6	72 Stair pads or filling, in bales.....	1	.....
20 Soda, silicate of.....	4	6	73 Stakes, cane, plant, in bundles or crates.....	1½	4
21 Soda, sulphate of.....	4	6	74 Stalks, sugar cane.....	3	7
22 Soda water, in iron or steel drums.....	3	5	75 Stamped ware, loose.....	D1	.....
23 Soda water drums, iron or steel, empty.....	3	5	76 Stamped ware, in crates, boxes or bundles.....	2	4
24 Soda water, in glass, boxed.....	3	5	77 Stamped ware, nested in boxes or bundles.....	3	4
25 Soda water generators, S. U.....	1	6	78 Stamps or seals, hand, in packages.....	1	.....
26 Soda water generators, K. D.....	2	6	79 Stanchions, cattle, S. U.....	2	7
27 Sodium phosphates, in bxs, bbls. or casks.....	4	5	80 Stanchions, cattle, K. D., in bundles.....	3	7
28 Solder, braziers', in boxes, kegs, or bbls.....	3	.....	81 Stands, bamboo, umbrella, crated or boxed.....	3t1	.....
29 Solder, N. O. S.....	4	5	82 Stands, earthenware, umbrella, crated or boxed.....	1	.....
30 Soldering coppers, boxed.....	3	.....	83 Stands, flower pot, iron, K. D., boxed.....	2	.....
31 Soldering fluid or soldering line, in carboys.....	1	.....	84 Stands, flower pot, wire, S. U.....	3t1	.....
32 Soldering fluid or soldering line, in cans, bxd or crated.....	2	.....	85 Stands, flower pot, wire, K. D., boxed.....	1	.....
33 Soldering fluid, in kegs. or bbls.....	3	5	86 Stands, flower pot, wooden, S. U., wrapped, crated or boxed.....	D1	.....
34 Solvent.....	5	6	87 Stands, flower pot, wooden, K. D. flat, crated or bxd.....	2	.....
35 Soups and broths, in glass, packed.....	1	3	88 Stands, fruit, P. P.....	1	3
36 Soups and broths, in cans, boxed.....	4	5			
37 Soups, dry, in paper pkgs., boxed.....	4	5			
38 Spark arresters, N. O. S.....	D1	.....		
39 Speaking tubes, tin, bxd.....	1	4			
40 Spelter.....	4	9			
41 Spermacei.....	1	3			
42 Sphagnum, in packages.....	1	9			
43 Spice, N. O. S.....	2	.....		
44 Spice meal or mixtures.....	2	.....		
45 Spindles, loom, boxed.....	3	4			
46 Spinning wheels.....	D1	.....		
47 Spoke drivers.....	1½	.....		
48 Sponges, packed.....	D1	.....		
49 Spools, advertising, boxed.....	1½	3			
50 Spool, paper, wood, empty.....	3	5			
51 Spools, paper, iron, empty.....	4	5			
52 Spools, wooden, in pkgs.....	3	5			
53 Spool carriers, crated or bxd.....	1½	.....		

Classification—Continued.

S	L.C.L.	C. L.	S	L.C.L.	C. L.
1 Stands, wooden, umbrella, wrapped, crated or boxed.	1½		30 Stone, crushed.	4	10
2 Stands, umbrella, N. O. S., crated or boxed.	1½		31 Stone, planed or sawed, dressed or rough dressed, for building purposes, N. O. S.	4	9
3 Starch, in sacks, bxs or bbls.	4	6	32 Stone, pumice, ground or unground.	4	5
4 Starch, ground, in bbls.	4	6	33 Stone or rock, paving, bituminous.	5	10
5 Starchose.	4	6	34 Stone, rotten.	4	5
6 Stationery, N. O. S.	1		35 Stone, rough, undressed, sawed, flagging, curbing, paving or rubble.	5	10
7 Statuary, bronze or metal, packed in boxes, bbls. or casks, net invoice value not to exceed \$50 per pkg., to be so expressed in shipping receipt by shipper.	1		36 Stone boats.	4	6
8 Statuary, bronze or metal, packed in boxes, bbls. or casks, net invoice value exceeding \$50 per pkg., to be so expressed in shipping receipt by shipper.	D1		37 Stones, L. C. L., requiring flat or dongola car, minimum weight 4,000 lbs each.	1	10
9 Statuary, bronze or metal, when net invoice value is not expressed in shipping receipt by shipper, not taken.	D1		38 Stones, curling, in cases.	4	
10 Statuary, church, plaster or terra cotta, boxed.	1		39 Stones, emery, boxed.	2	4
11 Statuary, marble or granite, valuation restricted to 40c per cubic foot.	1		40 Stones, flattening (for glass factories), securely crated or boxed.	3	5
12 Statuary, N. O. S.	D1		41 Stones, lithographic.	2	
13 Staves, barrel shooks, heading, hoop poles, hoop and stave bolts.	4	9	42 Stones, mill, finished.	3	6
14 Steam or air brake equipment, N. O. S.	3	4	43 Stones, mill, rough.	4	6
15 Steam or water injectors, boxed.	2		44 Stones, oil, in boxes or bbls.	2	3
16 Steam shovels, on own wheels, actual weight of car, trucks and contents to be charged for, minimum weight 30,000 lbs., man in charge carried free, no free return passage to be given.		10	45 Stones, sand, whet.	3	3
17 Steam shovels, N. O. S.	2	5	46 Stones, scythe.	3	3
18 Steam tables and steam table closets, S. U.	D1		47 Stones, whet, N. O. S., in bxs.	3	3
19 Steam table and steam table closets, crated.	1		48 Stoneware, loose.	1	7
20 Steam yachts and launches, loaded in box cars (C. L., minimum weight 20,000 lbs.)	4t1	6	49 Stoneware, N. O. S., in bulk, to be loaded by shipper and unloaded by consignee, O. R. B. or released.	4	5
21 Stearine, in sacks, bbls. or tierces.	4	5	50 Stopper heads, for blast furnaces, in bbls.	4	
22 Steel (see iron).	3	5	51 Stoves, ranges, furnaces, furnace castings, grate bars and castings and rocking grates; also stove plates and stove furniture if shipped with stoves.	1½	
23 Steelyards, boxed.	3	5	52 Same, released.	3	5
24 Steel waste or fibre (for polishing purposes), in bales.	2	7	53 Same, in lots of 12,000 lbs. or over, released.	4	
25 Stereotype backing compound, in packages.	4		54 Stoves of all kinds, in strait or mixed car loads.		5
26 Sterilizers, tin, empty, or containing glass bottles, boxed.	1		55 Stoves, alcohol, gasoline, gas, oil, vapor, or sheet iron, camp and fixtures, O. R.	2	5
27 Stills, copper, iron or tin.	D1	6	56 Stoves, laundry and drier combined, K. D., boxed or crated.	3	
28 Stills, wooden, in bundles, crates or bbls.	3	8	57 Stove boards, coal hods, zinc, sheet iron, stove pipe and elbows, may be loaded with stoves, N. O. S., in car loads, at fifth class rates.	3	5
29 Stone, artificial.	3	9	58 Stove boards.	3	5
			59 Stove carriers and lifters, in bbls. or boxes.	3	
			60 Stove, gas, in wood.	3	5
			61 Stove linings, loose.	1	5
			62 Stove linings, in bundles.	3	5
			63 Stove linings, in bbls. or boxes.	4	5

Classification—Continued.

S	L.C.L.	C. L.	S	L.C.L.	C. L.
1 Stove mats, asbestos, in boxes or bbls.	2		38 Sugar, maple, in pkgs.	3	4
2 Stove ovens, tin, sheet iron or steel, N.O.S., crated or boxed	1		39 Sugar, N.O.S.	5	6
3 Stove ovens, tin, sheet iron or steel, N.O.S. (Rule 7 not to apply)		5	40 Sugar cane, crushed, and straw, in bales	3	7
4 Stove ovens, sheet iron or steel, K. D. flat, crated or boxed	3	5	41 Sugar trains, iron, loaded in box cars	3	6
5 Stove pipe elbows, corrugated or other, loose	D1		42 Sugar trains, iron, requiring flat or gondola car, min. wt. 4,000 lbs. each	3	6
6 Stove pipe elbows, corrugated or other, securely wired together, in bbls.	1½		43 Sugar wagons, iron (for use in sugar refineries), loaded in box cars	3	6
7 Stove pipe elbows, corrugated or other, crated	1½		44 Sugar wagons, iron (for use in sugar refineries), requiring flat or gondola car, min. weight 4,000 lbs. each	3	6
8 Stove pipe elbows, corrugated or other. (Rule 7 not to apply)		5	45 Sulphur, in boxes, kegs or bags	3	8
9 Stove pipe thimbles, pckd. in boxes or bbls.	3	4	46 Sulphur, in bbls. or hhd.	4	8
10 Stove polish, in glass or earthenware, packed in bbls. or boxes	2	4	47 Sulphur	3	8
11 Stove polish, N.O.S.	3	4	48 Sumac, ground	3	5
12 Stove putty or cement, in kegs, half-bbls. or bbls.	4	5	49 Suspenders, boxed	1	
13 Stove shovels and pokers, fire, iron, N.O.S., in pkgs.	3	5	50 Swings, wooden, K. D. and tied in bundles	3	6
14 Stove trimmings or ornaments, in boxes or bbls.	3		51 Swords, boxed	1	
15 Straw, N.O.S., pressed in bales (C.L. min. weight 20,000 lbs.). (Rule 7 not to apply)	3	10	52 Syrup, in glass, packed in boxes or bbls.	2	5
16 Fire sets (shovel, tongs, poker and holder, in pkgs.	1		53 Syrup, in packages, except glass	4	5
17 Strawboard, N.O.S.	4	7	54 Syrup, coco cola, in wood	2	
18 Strawboard, corrugated, in packages	2	4	55 Syrup, coloring, in bbls.	3	5
19 Straw bottle covers, flat, boxed, C. L., minimum 20,000 lbs.	4	8	56 Syrup, fruit, in cans, pckd.	2	
20 Straw braid	1		57 Syrup, fruit, in glass or earthenware, packed in boxes	1	3
21 Straw goods, N.O.S.	1		58 Syrup, fruit, in wood	2	3
22 Stretchers, carpet, boxed	3		59 Syrup, glucose	4	5
23 Stretchers, clothes line, in crates or boxes	2		60 Syrup, lemon, in bbls.	2	
24 Stretchers, fence wire, in bbls., boxes or bbls.	3	5	61 Syrup, maple, same as syrup		
25 Stretchers, lace curtain, wooden, K. D., in bbls.	3	6	62 Syrup, milk, crude (liquid sugar of milk) in bbls.	3	5
26 Stretchers or litters, K. D. or folded in bbls., crates or boxes	2		T		
27 Stretcher stock	3	6	63 Table and table stuff (see furniture)		
28 Stretchers, trousers, boxed	2		64 Tables, turn	4	5
29 Strips, weather, in bbls.	1	3	65 Tacks, N.O.S.	2	
30 Strips, weather, boxed	2	3	66 Tacks, iron or steel, in boxes, kegs or bbls.	4	5
31 Strops, razor, boxed	1		67 Tacks, iron or steel, in wooden boxes, packed in cases or barrels	4	5
32 Stuffers, sausage, S. U.	1		68 Tacks, wire, in kegs, bbls. or boxes	4	5
33 Stuffers, sausage, K. D., bxd	2		69 Taggers' iron	4	5
34 Sugar, burnt, in bbls.	4	5	70 Tags, tin, in boxes or bbls.	3	5
35 Sugar, crystal	5	6	71 Talc	4	5
36 Sugar, grape, in boxes or barrels	5	6	72 Tallow	4	5
37 Sugar, lemon, in pkgs.	3	4	73 Tampico	3	4
			74 Tankage (refuse from packing houses for fertilizing purposes)	4	10
			75 Tanks, butchers' rendering, iron or steel, loaded in box cars, actual weight	4	

Classification—Continued.

T	L.C.L.	C. L.	T	L.C.L.	C. L.
1 Tanks, iron, for ice manufacturing machines, loaded in box cars.....	4		33 Tea.....	1	
2 Tanks, iron or steel, N.O.S., loaded in box cars.....	1		34 Teasels.....	D1	
3 Tanks, iron or steel, N.O.S., requiring flat or gondola car, min. weight 4,000 lbs. each.....	1		Telegraph and telephone:		
4 Tanks, iron or steel.....		5	35 Booths, S. U.....	D1	
5 Tanks, oil, cellar or store, empty, loaded in box cars.....	1½	5	36 Booths, K. D. flat, in bdls.	3	4
6 Tanks, oil, cellar or store, empty, requiring flat or gondola car, min. weight 4,000 lbs. each.....	1	5	37 Brackets, in bags.....	3	8
7 Tanks, galvanized iron, N.O.S.....	1½	5	38 Brackets, in boxes.....	4	8
8 Tanks, sectional, iron or steel, K. D. flat.....	3	7	39 Cable.....	4	5
9 Tanks, wooden, S. U., loaded in box cars.....	D1	6	40 Cross arms, wooden.....	4	8
10 Tanks, wooden, S. U., requiring flat or gondola car, min. wt. 4,000 lbs. each.....	1	6	41 Cross arms, iron.....	4	8
11 Tanks, water cooler, iron, enameled, boxed or securely crated.....	1		42 Instruments, boxed.....	1	
12 Tanks, wooden, K. D., N.O.S.....	3	9	43 Insulators, glass, in boxes or bbls.....	4	5
13 Tanks or cisterns, wooden, K. D., loaded in box cars, when shipped with wind mills and packed with parts of wind mills.....	3	6	44 Insulator pins, in bags.....	3	8
14 Tank material, wooden, fitted or cut to dimensions, in bdls., trimmings boxed.....	3	7	45 Insulator pins, boxed.....	4	8
15 Tank material, wooden, in the rough, not fitted or cut to dimensions, same as lumber, N.O.S.....			46 Poles, iron.....	4	5
16 Tannin preserver, in bbls. or casks.....	3	5	47 Poles, wooden.....		Lumber rates
17 Tape, in bales or cases.....	1		48 Switch boards, boxed.....	1	
18 Tape, insulating, in pkgs.....	1		49 Wire, iron.....	4	8
19 Tar, N.O.S., in cans pkd. in boxes or bbls.....	4	9	50 Material, N.O.S., boxed.....	1	3
20 Tar, N.O.S., in buckets or kegs.....	2	9	51 Telescope cases, travelers', empty.....	D1	
21 Tar, N.O.S., in bbls.....	4	9	52 Telescope cases, travelers', boxed or filled with goods, boxed, minimum weight, 12,000 lbs.....	1	2
22 Tar, candle, in bbls.....	4	9	53 Telescope cases, travelers', filled with goods, not boxed, not taken.....		
23 Tar, coke, in packages.....	4	9	54 Tent poles, wooden, in bdls.....	3	7
24 Tar, coal.....	5	9	55 Tents and fixtures.....	1	3
25 Tar, coal, in tank cars to be furnished by shippers, min. wt. 24,000 lbs.; empty tanks returned free.....		9	56 Terne plate, boxed or in slatted boxes.....	4	6
26 Tar, gas, in bbls.....	4	9	57 Terra alba, in packages.....	4	5
27 Tar, gas, in tank cars to be furnished by shipper, min. wt. 24,000 lbs.; empty tanks to be returned free.....		9	58 Terra cotta, for building purposes, in pkgs.....	4	
28 Target balls, in bbls. or bxs.....	3	6	59 Terra cotta, for building purposes.....		10
29 Targets, shooting gallery, iron, in packages.....	3	5	60 Terra cotta drain pipe.....	4	
30 Targets, sportsman's flying, in bbls or boxes.....	3	5	61 Terra cotta images and figures (not statuary), pkd. in boxes, bbls. or casks.....	1	6
31 Tarpaulins.....	1		62 Terra cotta vases and ornamental work, boxed.....	1	6
32 Tartarine (acetic acid), in barrels.....	3	5	63 Terra japonica.....	3	5
			64 Terrapins, packed in bbls.....	1	
			65 Thermometers, boxed.....	1	
			66 Thonar salt.....	3	5
			67 Thread, spool, boxed.....	1	
			68 Thread, spool, packed in thread cabinets, boxed.....	1	
			69 Ties, railroad, wooden.....	4	Lumber rates
			70 Tie plugs, railroad, wood'n, in boxes.....	4	7
			71 Ties, spring bed, wire, in boxes or bbls.....	4	5
			72 Tile, building, hollow.....	4	10
			73 Tile, decorated art, in bxs. or bbls.....	2	5% less than 10
			74 Tile, drain.....	4	9
			75 Tile, fire, loose.....	4	9
			76 Tile, fire, in packages.....	4	9
			77 Tile, locomotive.....	4	9
			78 Tile, roofing.....	4	9

Classification—Continued.

T	L. C. L.	C. L.	T	L. C. L.	C. L.
1 Tiling, floor or facing, encaustic or plain, glazed or unglazed, in packages ..	4	5	41 Tobacco, leaf, unmanufactured, in cases or hhds.	4	.....
2 Tiling, marble and slate, boxed ..	4	.....	42 Tobacco, plug, in butts, boxes, drums or kegs.	3	.....
3 Tiling, marble and slate. ....	.....	8	43 Tobacco, plug, in caddies, loose ..	1	.....
4 Tills, cash alarm and cash railways, boxed or tied flat in bundles.	1	Lumber rates.	44 Tobacco, plug, in caddies, two or more strapped together.	3	.....
5 Timber, N. O. S. ....	.....		45 Tobacco, plug, in caddies, packed in boxes.	3	.....
6 Tin, phosphor.	1		46 Tobacco, plug, in pails, two or more strapped or crat'd together.	3	.....
7 Tin, pig, bar or slab.	4	6	47 Tobacco, plug, in skins.	3	.....
8 Tin, scrap, in boxes, barrels or casks.	4	.....	48 Tobacco, smoking, in bales.	1	.....
9 Tin, scrap. ....	.....	9	49 Tobacco scraps or siftings, N. O. S.	4	.....
10 Tin, sheet, japanned, boxed ..	3	4	50 Tobacco stems, in bales, cases or hhds.	4	.....
11 Tin cork fasteners, in packages ..	2	.....	51 Tobacco stems compressed in bales. ....	.....	6
12 Tin covers or tops, for jelly glasses or fruit jars, in boxes or barrels.	3	5	52 Toboggans, O. R. B. and C.	D1	.....
13 Tin crystals.	4	5	53 Toboggan slides, parlor, crated or boxed (C. L., min. wt. 16,000 lbs.) ..	1	3
14 Tin dairy pails, nested, packed in crates or cases.	3	4	54 Tomatoes, salted or in brine in wood.	3	5
15 Tin dinner pails, in boxes or barrels.	1	.....	55 Tomato pulp, in barrels.	4	8
16 Tin discs or circles, in boxes or barrels.	4	5	56 Tool chests, empty.	1	.....
17 Tin dross, in bbls. or casks.	4	5	57 Tools, carpenters, in boxes or chests.	2	.....
18 Tin flour barrels or boxes, boxed or crated.	1½	.....	58 Tools, edge, N. O. S., in boxes.	2	3
19 Tin for government stamp protectors, in boxes or barrels.	4	5	59 Tools, ice, in bundles.	1	.....
20 Tin or lead foil, in boxes.	3	.....	60 Tools, ice, boxed.	3	.....
21 Tin pails, jacketed, loose.	1½	.....	61 Tools, mechanics', in boxes or chests.	2	.....
22 Tin pails, jacketed, nested, in bundles.	1	.....	62 Tooth picks, wooden, in boxes or barrels.	3	5
23 Tin pails, jacketed, in crates or boxes.	1	.....	63 Tops, peg, turned, boxed.	1	4
24 Tin pails, jacketed, min. wt. 20,000 lbs. ....	.....	5	64 Torches, campaign, in pkgs. (C. L., min. weight 20,000 lbs.) ..	1	4
25 Tin plate, N. O. S., boxed or in slatted boxes.	4	6	65 Torches, painters' (for burning off paint), boxed.	1½	.....
26 Tin plate, crystallized, decorated or marbled, b'xd.	4	5	66 Torpedoes, R. R., boxed.	1	.....
27 Tin straps or fasteners, in boxes or barrels.	4	5	67 Torpedoes, toy, boxed.	D1	.....
28 Tin strips, in barrels or boxes.	4	5	68 Tow, in boxes or bales.	4	8
29 Tin trays or waiters, boxed.	3	.....	69 Toy banks, N. O. S., boxed.	1	.....
30 Tinners' trimmings, N. O. S.	2	9	70 Toy banks, earthenware, packed in crates, boxes, barrels or casks.	2	.....
31 Tinware, loose.	D1	.....	71 Toy banks, iron, boxed.	2	.....
32 Tinware, N. O. S., in crates, boxes or barrels.	2	4	72 Toys, N. O. S., crated or boxed.	1	.....
33 Tinware, N. O. S., nested, packed in boxes or bbls.	3	4	73 Toys, iron, N. O. S., boxed.	2	.....
34 Tinware, N. O. S. ....	.....	4	74 Track cleaners, iron or steel (for street cars) ..	4	5
35 Tobacco, cut, smoking or chewing, in pails, loose.	D1	.....	75 Track levels, wooden.	3	5
36 Tobacco, cut, smoking or chewing, in pails, two or more strapped together.	1	.....	76 Tracks, portable, railway, iron, wood, or iron and wood combined, in sections, S. U.	2	5
37 Tobacco, cut, smoking or chewing, in boxes, kegs or barrels.	1	.....	77 Track, portable, railway, iron, wood, or iron and wood combined, K. D. flat.	4	5
38 Tobacco, cut, smoking or chewing, in drums.	1	.....	78 Transformers or converters, electric.	1	4
39 Tobacco, leaf, unmanufactured, in bales.	2	4	79 Traps, animal or bird, p'kd flat, in bundles.	2	3
40 Tobacco, leaf, unmanufactured, in bundles or crates.	2	4	80 Traps, clay pigeon or glass ball, in bundles, crates or boxes.	2	4

Classification—Continued.

T	L. C. L.	C. L.	T	L. C. L.	C. L.
1 Traps, fly, boxed.....	2	4	34 Trucks, car, K. D.....	4	5
2 Traps, gamr. in boxes or barrels.....	3		35 Trucks, car, electric motor, min. wt. 5,000 lbs. each...	2	5
3 Traps, grease or sewer gas, N. O. S., in boxes or barrels.....	3	5	36 Trucks, car, electric motor, K. D.....	4	5
4 Traps, sewer gas, iron.....	4	5	37 Trucks, hand, two-wheeled.....	3	6
5 Traps, mouse or rat, in bundles, crates or boxes.....	2		38 Trucks, hand, four wheeled, S. U., with sides, stakes or hand rails.....	1	6
6 Traps, steam, loose, under 100 lbs.....	1		39 Trucks, hand, four wheeled, without sides, stakes or hand rails.....	3	6
7 Traps, steam, 100 lbs or over.....	4		40 Trunk boxes, N. O. S., in the white.....	1½	7
8 Traps, steam, crated or b'x'd.....	4		41 Trunk boxes, in the white, nested.....	2	7
9 Trays or waiters, tin or sheet iron, japanned, boxed.....	3		42 Trunk covering, iron or tin, boxed.....	4	5
10 Treennails, wooden (ship bolts).....	4	6	43 Trunk slats, wooden.....	4	7
11 Tree pruners in bundles.....	1		44 Trunk straps, metal, in packages.....	3	
12 Trees, Christmas, P. P. or guaranteed.....	1		45 Trunk tops, nested, in bundles.....	2	7
13 Trees, Christmas, P. P. or guaranteed, min. weight 20,000 lbs.....		8	46 Trunk tops, nested, in crates or boxes.....	3	7
14 Trees, shrubbery and dormant plants in bundles P. P. or guaranteed.....	1		47 Trunk trimmings, iron or tin, N. O. S., in boxes, barrels or casks.....	3	
15 Trees, shrubbery and dormant plants, in bales, P. P. or guaranteed.....	1		48 Trunks, empty, released, min. wt. 20,000 lbs.....	1	6
16 Trees, shrubbery and dormant plants, in boxes, P. P. or guaranteed.....	3		49 Trunks, flat top, empty, without trays, nested, released.....	1	6
17 Trees, shrubbery and dormant plants, roots boxed and tops tied, P. P. or guaranteed.....	1		50 Trunks, filled with goods, boxed, released.....	1	
18 Trees, shrubbery and dormant plants, boxed, P. P. or guaranteed, min. wt. 20,000 lbs.....		7	51 Trunks, filled with goods, not boxed, not taken.....		
19 Trees, shrubbery and dormant plants, in bulk, P. P. or guaranteed, minimum weight 20,000 lbs.....		7	52 Trunks, containing valises, strapped or securely wrapped with burlap or paper (C. L., minimum wt. 12,000 lbs.).....	1	2
20 Trellis, wooden.....	1½	4	53 Trunks, containing wearing apparel, boxed.....	1	
21 Trip hammers.....	4		54 Trunks containing wearing apparel will not be taken unless boxed (except as part of a shipment of household goods). When they are offered for shipment, agents will refer shipper to express companies.....		
22 Tripoli, ground, in barrels or casks.....	3	5	55 Trunks, toy.....	1	
23 Tripoli, lump, in bags, barrels or casks.....	4		56 Tubes, paper, boxed or crated.....	1	3
24 Tripoli, lump, in bags or in bulk.....		6	57 Tubes, speaking, tin, boxed.....	1	4
25 Tripoli filter plates or disks packed in boxes or barrels.....	3		58 Tubes, steel.....	4	5
26 Tripoli filter tubes or cylinders, packed in boxes or barrels.....	3		59 Tubes, umbrella, steel, boxed.....	2	
27 Tripoline, in tin, packed in cases.....	1	4	60 Tubing, brass.....	3	4
28 Trolley poles and trolley stands or bases (for electric railway cars).....	1	4	61 Tubing, copper.....	3	4
29 Troughs, watering, iron or steel.....	2	5	62 Tubing, iron.....	4	7
30 Troughs, watering, stone or earthenware.....	1	3	63 Tubing, tin, boxed.....	1	3
31 Trucks, basket, warehouse, not nested.....	3tl	6	64 Tubing, wooden.....	3	Lumber rates.
32 Trucks, basket, warehouse, nested in bundles.....	D1	6	65 Tubs, bath, iron.....	1	
33 Trucks, car, S. U., min. wt. 5,000 lbs. each.....	2	5	66 Tubs, bath, stone or earthenware.....	1	
			67 Tubs, metal, or metal and wood combined.....	1	
			68 Tubs, metal, or metal and wood combined nested.....	2	3

Classification—Continued.

T	L.C.L.	C. L.	V	L.C.L.	C. L.
1 Tubs, sinking.....	1	.....	36 Vacuum pans, fixtures and parts.....	2	6
2 Tubs, wash, galvanized iron not nested.....	1	5	37 Valises, satchels or traveling bags, empty.....	D 1	.....
3 Tubs, wash, galvanized iron, nested.....	2	5	38 Valises, satchels or traveling bags, filled with goods, boxed.....	1	.....
4 Tubs, wash or laundry, iron, stone or earthenware, legs off.....	3	5	39 Valises, satchels or traveling bags, filled with goods, not boxed, not taken.....	.....	.....
5 Tubs, wooden, N. O. S., C. L., min. wt. 12,000 lbs.....	2	6	40 Valises, satchels or traveling bags, packed in boxes (C. L., min. wt. 12,000 lbs.).....	1	2
6 Turned stuff, wooden, N. O. S.....	4	7	41 Valises or traveling bags, packed in trunks, strapped or securely wrapped with burlaps or paper (C. L., min. wt. 12,000 lbs.).....	1	2
7 Turpentine, in cans, glass or jugs, packed in boxes, jackets or kegs, corks secured by metal caps, cement or wire.....	1	3	42 Valves, N. O. S.....	2	6
8 NOTE.—Turpentine, in cans, glass or jugs, not packed in boxes, jackets or kegs, not taken.....	.....	.....	43 Vanilla bean refuse or siftings, in boxes or bbls.....	1	.....
9 Turpentine, in wood.....	3	5	44 Varnish, in sheet iron cans.....	2	3
10 Turpentine, in tank cars to be furnished by shippers empty tanks to be returned free.....	.....	6	45 Varnish, in cans, jacked.....	2	3
11 Turtles, packed in bbls.....	1	.....	46 Varnish, in cans, boxed.....	2	4
12 Tuyeres and coolers, bronze.....	2	4	47 Varnish, in wood.....	3	4
13 Tuyeres, clay.....	4	7	48 Vaseline, in glass, boxed.....	1	3
14 Tuyres, iron.....	4	5	49 Vaseline, in cans, boxed.....	2	.....
15 Twine, N. O. S.....	1	4	50 Vaseline, in bbls.....	3	.....
16 Twine, in bales, boxes or bbls.....	3	4	51 Vats, K. D., in bundles.....	3	9
17 Twine, waxed, in boxes or bbls.....	3	4	52 Vats, S. U., loaded in box cars.....	D 1	6
18 Type, boxed.....	2	.....	53 Vats, empty, N. O. S., requiring flat or gondola car, min. wt. 4,000 lbs each.....	1	6
19 Type, set up in forms, bxd.....	1	.....	54 Vault or floor lights, glass or glass and iron.....	4	5
20 Type cases, racked.....	2	.....	55 Vaults, grave, cement.....	2	5
21 Type dross.....	4	.....	56 Vaults, grave, iron or steel.....	2	5
22 Type metal, old, in bbls.....	3	.....	57 Vegetables and Garden Roots:	.....	.....
23 Type metal, in pigs.....	3	5	58 Vegetables, O. R., P. P., or guaranteed, N. O. S.....	4	.....
24 Typewriters and caligraphs, carted or boxed.....	1	3	59 Vegetables, straight or mixed car loads of asparagus, beans, beets, cabbage, cauliflower, carrots, celery, corn, cucumbers, egg plant, garlic, kale, lettuce, melons, mustard, mushrooms, onions, okra, parsley, peas, peppers, pumpkins, pie plant, parsnips, potatoes, radishes, salsify, spinach, squash, tomatoes or turnips, min. wt. 20,000 lbs.....	.....	.....
25 Type writer stands, S. U., crated or boxed (C. L., min. wt. 16,000 lbs.....)	1	3	60 Potatoes, in sacks or bbls., O. R.....	4	.....
26 Type writer stands, iron, completely K. D., in packages.....	2	4	61 Potatoes, in bulk or packages, O. R., min. wt. 20,000 lbs.....	.....	.....
27 Type writer or caligraph covers, crated or boxed.....	1½	.....	62 Potatoes, sweet, in boxes or bbls., O. R.....	4	8
28 Ultramarine blue, in paper lined boxes, pkd, in cases.....	2	.....	63 Vegetables, N. O. S., in glass, packed.....	4	5
29 Ultramarine blue, in bbls or casks.....	4	5			
30 Umbrellas, in cases.....	1	.....		
31 Umbrella handles, finished, in pkgs.....	1	.....		
32 Umbrella ribs and stretchers, boxed.....	2	.....		
33 Urinals, iron, loose.....	1	5			
34 Urinals, iron, in crates, boxes, bbls. or casks.....	3	5			
35 Urns, coffee, tin, boxed.....	1	.....		

Wheat
Tariff
RatesWheat
Tariff
Rates

Classification—Continued.

V	L.C.L.	C. L.	V	L.C.L.	C. L.
1 Vegetables, N. O. S., dried or evaporated, in glass, packed	1	3	†VEHICLES.—Continued.		
2 Vegetables, dessicated, in cans	4	5	11 † Vehicles, set up or knocked down, loaded in ordinary box cars with sliding side doors, L. C. L., O. R., B. C., fire and weather or released, as follows:		
4 † Vehicles, and parts of, except bicycles, tricycles, velocipedes, and children's vehicles, at O. R., B., C., fire and weather, or released:			12 Automobiles, S. U., min. wt. 5,000 lbs. each	1	
5 Buggies, carriages, hearses, sleighs, wagonettes and other light vehicles (passenger vehicles only, exclusive of freight wagons, trucks, sleighs and sleds), also parts thereof, min. wt. 12,000 lbs. for cars not exceeding 45 feet in length outside measurement. A deduction of 5 per cent per foot to be made in minimum weight for each foot or fraction thereof less than 45 feet, and an addition of 5 per cent per foot to be made in minimum weight for each foot or fraction thereof in excess of 45 feet in length; charges on any carload shipment not to be less than for 5,000 lbs. at 1st class rate		3	13 Automobiles, taken apart (wheels detached)	3½† 1	3
6 Springling wagons, min. wt. 20,000 lbs.		6	14 Vehicles, N. O. S.:		
7 Vehicles, freight, N. O. S., also parts thereof:		6	15 Vehicles, S. U., min. wt. 5,000 lbs. each	1	
8 Vehicles, light and heavy (mixed carloads of freight and passenger vehicles only), exclusive of freight and passenger Automobiles, and parts thereof, min. wt. 20,000 lbs.		6	16 Vehicles, taken apart (wheels and shafts or tongues detached)	3½† 1	
9 Vehicles, also parts of vehicles, returned to manufacturers (original consignors) for repairs, will be charged half tariff rates when returned by same railroad or railroads as originally forwarded by; when returned by other railroad or railroads than originally forwarded by, full tariff rates will be charged.			17 Velocipedes, railroad, S. U.	1½	6
10 Vehicles, loaded on open cars, or too long or bulky to be loaded through ordinary sliding side doors of cars, min. wt. 5,000 lbs. each	1		18 Velocipedes, railroad, K. D.	1	6
			FREIGHT VEHICLES.		
			19 Carts, dump, hand or mining, S. U.	1½	
			20 Carts, dump, hand or mining, K. D.	1	
			20½ Carts, lumber buggies (two-wheeled carts used in lumber yards), S. U.	1½	
			21 Carts, lumber buggies (two-wheeled carts used in lumber yards), K. D., in pieces.	1	
			22 Carts, peddlers', hand carts, S. U.	1½	
			23 Carts, peddlers', hand carts, K. D.	1	
			24 Carts, peddlers', hand carts, with fixed glass tops, dismounted.	3† 1	
			25 Drays, (two-wheeled, one-horse vehicles such as are used by pianoforte movers and others), K. D.	1	
			26 † Sleds, bob, S. U.	D 1	
			27 Sleds, bob, tongue and reach taken out.	1	
			28 Sleds, bob, completely taken apart, with stakes tied together.	2	
			29 Sleds, logging, and loggers' snow plows, K. D., weighing 2,000 lbs. or over.	3	
			30 Trucks, combination farm and logging, without boxes, K. D., in pieces.	3	
			31 Trucks, logging and logging wagons, K. D., in pieces.	3	
			32 Wagons, advertising, frames and fixtures K. D., boxed and crated.	1½	
			33 Wagons, beer, boxed or crated (except shafts or poles), actual weight.	1½	

† Provision for crated vehicles will apply on shipments enclosed on all sides, including bottoms, with wood frame work so as to allow of their being taken in and out of the cars within the crates; all parts should be enclosed except shafts, poles or wheels; wheels must be racked or crated.

† Provision for bob sleds will not apply on vehicles having wagon or sleigh bodies, they being ratable as sleighs.

|| Ratings will not apply on spring wagons with fixed or standing tops.

Classification—Continued.

V	L.C.L.	C. L.	V	L.C.L.	C. L.
VEHICLES, PARTS OF—<i>Con'd.</i>			VEHICLES, PARTS OF—<i>Con'd.</i>		
1 Poles, buggy, cart or carriage, finished.....	1½	.....	33 Wagon skeins and axle boxes, in boxes, bbls. and casks.....	4	5
2 Poles, buggy and carriage, not further finished than primed or shellacked, ironed.....	3	.....	34 Wagon umbrellas and sunshades, for protecting wagon seats, in boxes or bales.....	1	.....
3 Poles, truck or wagon, in the white (not further finished than primed or shellacked) ironed.....	3	.....	35 Wagon tires, loose.....	2	5
4 Poles, wagon, finished.....	1	.....	36 Wagon tires, in bundles.....	3	5
5 Poles, wagon (iron), unfinished.....	3	.....	37 Wagon tongue supports.....	2	.....
6 Racks for lumber wagons.....	1	.....	38 Wagons, finished parts of, N. O. S.....	1½	.....
7 Rods (for wagon gates), in bundles.....	3	5	39 Wheels, bicycle sulky, bxd or crated.....	D1	.....
8 Rods (for wagon gates), in boxes, bbls. or casks.....	4	5	40 Wheels, carriage, boxed or crated, with pneumatic tires.....	D1	.....
9 Shafts, buggy, carriage, cart or wagon, finished, S. U.....	1½	.....	41 Wheels, carriage, boxed or crated, with solid rubber tires.....	1½	.....
10 Shafts, buggy, carriage, cart wagon, tak'n apart, ironed.....	1	.....	42 Wheels, carriage, cart, sprg. wagon or buggy, N. O. S., boxed or crated.....	1½	.....
11 Shafts, wagon and carriage, in the white (not further finished than primed or shellacked), S. U.....	1½	.....	43 Wheels, dummy, wagon.....	4	7
12 Seats, buggy or carriage (iron backed), nested, in boxes or crates.....	2	.....	44 Wheels, iron, wagon.....	2	5
13 Seats, wagon, wood, crated or boxed.....	1	.....	45 Wheels, solid wood, iron tired.....	2	5
14 Seats, wagon, wood, nested and boxed or crated.....	3	.....	46 Wheels, wagon and carriage, ironed, in the white, or not further finished than primed.....	1	.....
15 Shoveling boards and wagon box end gates.....	3	7	47 Wheels, wagon, carriage or buggy, in the white, (not further finished than primed or shellacked).....	1	.....
16 Sled runners (wooden or iron), in bundles.....	5	.....	48 Wheels, wagon, N. O. S.....	1	6
17 Sleigh bobs.....	1	.....	49 Vehicles, children's, and parts of, O. R. B. and C., or released, as follows:		
18 Sleigh bodies (see rule 17), N. O. S.....	3t1	.....	50 Axles (iron), for children's vehicles.....	4	6
19 Sleigh bodies (see rule 17), boxed or crated.....	D1	.....	51 Bottoms for children's carriages, in bbls., crates or boxes, cane.....	1	.....
20 Sleigh bodies (see rule 17), nested, boxed or crated.....	1½	.....	52 Bottoms for children's carriages, in bbls., crates or boxes, wooden.....	2	.....
21 Sleigh runners (wooden or iron), in bbls. (see rule 17).....	2	.....	53 Boys' toy hook and ladder trucks, K. D., boxed or crated.....	2	.....
22 Spokes, in the white (not further finished than primed or shellacked).....	3	.....	54 Children's vehicles and parts of, viz.: Carriages, carts, combined baby walkers and rockers, doll carriages, sleds, sleighs, velocipedes, bicycles (wheels not exceeding twenty-four (24) inches in diameter), tricycles, wagons, wheelbarrows, boys' toy hook and ladder trucks and hobby horses, min. weight, 12,000 lbs.....		3
23 Springs, carriage or wagon.....	3	.....	55 Carriages, baby or child's, set up, wrapped.....	3t1	.....
24 Springs, wagon seat.....	3	.....	56 Carriages, baby or child's, set up, crated.....	2½t1	.....
25 Storm aprons and leather panel protectors, for carriages, in packages.....	1	.....		
26 Wagon beds (ordinary farm or ex. wagon bodies), S. U.....	D1	.....		
27 Wagon beds (ordinary farm or ex. wagon bodies), K. D., in bundles.....	1	.....		
28 Wagon brakes and locks, boxed or crated.....	3	.....		
29 Wagon dumps, K. D., boxed.....	3	.....		
30 W'g'n panels, in the white, in packages.....	3	.....		
31 Wagon reaches or coupling poles, finished.....	1	.....		
32 Wagon skeins and axle boxes, O. R. B.....	3	5			

Classification—Continued.

V	L.C.L.	C. L.	V	L.C.L.	C. L.
VEHICLES, CHILDREN'S AND PARTS OF—<i>Concluded.</i>			22 Rough sawed felloes, hounds and spoke bolts	4	Hard lumber rates
1† Carriages, baby or child's, K. D., boxed or crated	1½	.....	23 Wagon wood, in the rough, sawed to dimensions (not further finished)	4	L'mb'r tariff rates
2† Children's carriages, shipped without wheels, K. D., boxed or crated	D1	.....	24§ Wagon, carriage and plow material:		
3 Carriages, baby or child's, parts of, N. O. S., packed in boxes or crates	1½	.....	25 Axles (iron, steel or wood)		6
4 Dolls' carriages, boxed, released	1	.....	26 Bows, brakes		6
5 Iron rods for children's vehicles, boxed or crated	4	6	27 Doubletrees		6
6 Jumpers, baby, boxed	1	.....	28 Felloes, gearing		6
7 Self-propelling wagons, children's, b'x'd or crated	1	.....	29 Hubs		6
8 Sleds and sleighs, child's, S. U.	D1	.....	30 Neck yokes		6
9 Sleds and sleighs, child's, K. D., flat, b'x'd or crated	1	.....	31 Plow beams and handles		6
10 Sleds, clipper, nested, crated or securely cleated	1	.....	32 Shafts, singletrees, spokes		6
11 Springs, for children's vehicles, boxed or crated	4	6	33 Springs		6
12 Top braces for children's vehicles, boxed	4	6	34 Thimble skeins, tongues		6
13 Velocipedes (iron) child's, boxed	1	.....	35 Wagon and plow malleable castings		6
14 Wagons, carts and wheelbarrows, children's, set up	D1	.....	36 Wagon, sled and sleigh wood		6
15 Wagons, carts and wheelbarrows, children's, b'x'd or crated	1½	.....	37 Wheels		6
16 Wagons, carts and wheelbarrows, children's, K. D., in bundles	1	.....	V		
17 Wagons, carts and wheelbarrows, children's, K. D., boxed or crated	2	.....	38 Vellum, in packages	1½	.....
18 Wheels, rubber tired, for children's vehicles	1	5	39 Veneered, built-up or compound wood, in bundles	2	.....
19 Wagon, carriage or sleigh, wood, in the white, bent not iron'd	2	7	40 Veneered, built-up or compound wood, in crates or boxes	3	.....
20 In the white, sawed or turn'd (not b'nt) to shape, not ironed (including tenoned spokes, hubs, not further finished than mortised and primed, and wooden road scraper sides)	4	7	41 Veneered, built-up or compound wood		5
21 Lumber, plow beams and handles (in the rough) and rough sawed felloes and hounds, mixed C. L. only (exception to rule 21)		7	42 Veneering, in bundles	2	5
			43 Veneering, in crates or bxs.	3	8
			44 Ventilators, caps or cowls, galvanized or sheet iron	D1	3
			45 Ventilators, window (not wire screens), boxed	1	3
			46 Vermicelli, in boxes	3	5
			47 Vinegar, in wood	4	5
			48 Vinegar, in tank cars to be furnished by shippers min. weight 24,000 lbs., empty tanks returned free		5
			49 Vinegar, in glass, packed	4	5
			50 Violin cases, crated or b'xd, (C. L., min. weight 12,000 lbs)	1½	2
			51 Vitrol, blue, in boxes, kegs, bbls. or casks	4	6
			52 Vitrol, oil of, in carboys	1	6
			53 Vitrol, oil of, in iron drums	1	6

†Children's carriages, to be entitled to the K. D. rating, should have wheels and canopies detached, the springs removed or unfastened, and the bodies brought flat on the reaches. Where bodies are mounted on springs, shipments are rateable as set up.

§Wagon, carriage and sleigh wood and wagon, plow and carriage material may be loaded with "vehicles and parts of" in mixed car loads at the rate provided for the latter.

Classification—Continued.

W	L.C.L.	C. L.	W	L.C.L.	C. L.
1 Wadding	1	.....	30 Water closet hoppers and fixtures, iron, porcelain lined, loose	2	5
2 Wainscoating, paneling and other inside house-finishing wood or house trimmings (wood) N. O. S. in bundles, crates or boxes	4	7	31 Water closet hoppers and fixtures, iron, porcelain lined, in crates, boxes, bbls. or casks	3	5
3 Wainscoating, paneling and other inside house-finishing wood, or house trimmings (wood) N.O.S. ....	.....	7	32 Water closet ranges, iron, same as water closets iron .....	.....	.....
4 Wainscoating boards, base boards, paneling boards, window casing boards, and flooring boards, in full lumber lengths	4	Lumb'r rates.	33 Water closet range partitions, wood or iron, K. D. flat	3	5
5 Wall cleaning compound, in packages	4	5	34 Water closet tanks, iron, loose	2	4
6 Wall protectors, boxed	1	.....	35 Water closet tanks, iron, in packages	3	4
7 Warehouse cars, chemical fiber, in crates or boxes	D1	6	36 Water closet tanks, wooden not crated or boxed	1½	5
8 Warehouse cars, leatheroid in crates or boxes	D1	6	37 Water closet tanks, wooden crated or boxed	1	5
9 Warp, N. O. S.	1	4	38 Water coolers, boxed or securely crated	1	.....
10 Wash benches, K. D., flat or folded flat, in bundles, crates or boxes	3	5	39 Wax, N. O. S.	1	.....
11 Wash benches and clothes wringers, combined, K. D. flat or folded flat, crated boxed	2	4	40 Wax, bees'	1	3
12 Wash boards, combined wood and earthen ware and glass (C. L. min. wt. 12,000 lbs)	2	6	41 Wax, Japan	4	5
13 Wash boards, combined wood and glass (C. L. min. wt. 12,000 lbs)	2	6	42 Wax, mineral, crude	4	6
14 Wash boards, self acting, S. U. (C. L. min. wt. 12,000 lbs)	1	6	43 Wax, paraffine	4	5
15 Wash boards, self acting, K. D. boxed or crated (C. L. min. wt. 12,000 lbs)	2	6	44 Wax, sealing, N. O. S.	1	.....
16 Wash boards, N. O. S. (C. L. min. wt. 12,000 lbs)	2	6	45 Wax, sealing, fruit can or fruit jar, in boxes or bbls.	4	5
17 Washing compound, dry in packages	5	6	46 Wax, shoe or harness makers' in boxes or bbls.	3	.....
18 Washing compound, liquid in bottles, packed	2	4	47 Wax, vegetable, N. O. S.	4	5
19 Washing compound, liquid in bbls	5	6	48 Wax figures, boxed	D1	1
20 Washing crystals	5	6	49 Wax show outfit, P. P. released	D1	4
21 Washing extracts or liquids in bottles, packed	2	4	50 Wax tapers or gas lighters, boxed	3	5
22 Washing fluid in carboys	1	4	51 Weather vanes, K. D. boxed	1	.....
23 Water closets, N. O. S. in packages	2	.....	52 Webbing, N. O. S.	1	.....
24 Water closets, crockery or earthenware, packed	4	5	53 Webbing, burlap or jute	2	.....
25 Water closets, iron loose	2	5	54 Webbing, elastic	1	.....
26 Water closets, iron, in crates boxes, bbls. or casks	3	5	55 Whalebone	1	Wheat tariff rates.
27 Water closets, iron, porcelain lined, same as water closets, iron .....	.....	.....	56 Wheat, C. L. ....	.....	.....
28 Water closet cases or seats, wooden, S. U. wrapped, crated or boxed	3	7	57 Wheelbarrows, iron or wood, S. U.	1	.....
29 Water closet cases or seats, wooden, K. D. flat, wrapped, crated or boxed	3	7	58 Wheelbarrows, iron or wood, with legs and wheels packed separately or in trays	3	.....
			59 Wheelbarrows, iron or wood, K. D. flat, legs, wheels and handles detached and fastened to barrows	3	.....
			60 Wheelbarrows, iron or wood, K. D. trays nested and strapped, legs, wheels and handles packed separately	3	.....
			61 Wheelbarrows, iron or wood, K. D. flat, trays nested and strapped, rack-ed or boxed	3	.....
			62 Wheelbarrows, iron or wood, min. wt. 20,000 lbs. ....	.....	6
			63 Wheel guards or fenders, (for street cars) K. D. flat or folded flat	3	6

Classification—Continued.

W	L.C.L.	C. L.	W	L.C.L.	C. L.
1 Wheels, iron or wood, for children's bicycles or tricycles, in bundles.....	1	.....	43 Wire goods, N. O. S. flat or nested solid, boxed.....	3	.....
2 Wheels, iron or wood, for children's bicycles or tricycles, crated or boxed.....	2	.....	44 Wire guards, for offices, stores, etc., crated or bxd.....	3	.....
3 Wheels, iron or wood, for children's bicycles or tricycles.....	.....	5	45 Wire rods.....	4	.....
4 Wheels, iron or wood, for children's carriages, in bundles.....	1	.....	46 Wire rods, per gross ton, 2,240 lbs.....	.....	5
5 Wheels, iron or wood, for children's carriages, crated or boxed.....	2	.....	47 Wire rope, iron or steel, in reels or coils.....	4	6
6 Wheels, iron or wood, for children's carriages.....	.....	5	48 Wire staples, nails, spikes and hay bale ties (other than copper) in straight or mixed C. L. unless otherwise provided for.....	.....	8
7 Wheels, iron or steel, in the rough, unfinished, N. O. S.....	4	6	†NOTE.—Where special rates are provided, the C. L. rate for wire shall govern in the case of mixed carloads, excepting that if lower rate is provided for plain than for barb wire, the latter rate will govern.	.....	.....
8 Wheels, iron or wood requiring flat or gondola car, min. wt. 4,000 each.....	1	.....	49 Wire lathing, in bbls., bxs. or crates.....	4	5
9 Wheels, iron or wood, requiring flat or gondola car.....	.....	5	50 Wire netting, O. R. W. or rust.....	4	5
10 Wheels, polishing, cloth, in boxes, bbls. or casks.....	1	.....	51 Wire rope, copper, on reels or in coils.....	3	4
11 Wheels, turbine, water, 5,000 lbs. each or less.....	2	6	52 Wood filler, in tin cans or pails, crated bxd. or packed in bbls.....	4	5
12 Wheels, turbine, water, over 5,000 lbs. each.....	3	6	53 Wood filler, in kegs, $\frac{1}{2}$ bbls. or bbls.....	4	5
13 Wheels, water, iron, N. O. S.....	3	6	54 Wood flour, for high explosive, in bales.....	3	5
14 Wheels, wheelbarrow, iron or wood, in bundles or crates.....	3	.....	55 Wood (fuel).....	.....	Soft coal rates.
15 Wheels, wheelbarrow, iron or wood.....	.....	6	56 Wood kindling, in bundles or crates.....	4	.....
16 Whiting.....	4	8	57 Wood, petrified.....	2	4
17 Wick.....	2	.....	58 Wood preservatives, N. O. S., same as paints, N. O. S.....	.....	.....
18 Willow cuttings in bundles.....	2	7	59 Wood pulp board, in bbls.....	4	.....
19 Willow cuttings.....	.....	7	60 Wood pulp board.....	4	7
20 Willow ware, N. O. S.....	3t1	.....	61 Wooden bridge material.....	.....	Lumbr rates]
21 Windlasses.....	3	5	62 Wooden images and figures, well packed in bxs., bbls or casks.....	1	.....
22 Window and curtain cornices, boxed.....	2	5	63 Woods of value (cocobolo, ebony, lignum-vitæ, mahogany, rosewood and other valuable foreign woods) in boards or planks.....	3	5
23 Window frame stock or stuff wooden, K. D.....	4	Lumbr rate.	64 Woods of value (as above) logs.....	4	5
24 Window hollands, N. O. S. boxed.....	1	.....	65 Wood, articles manufactured of:	.....	.....
25 Window hollands, plain, uncut and undecorated.....	3	.....	66 Balusters, stair rail and newel posts, in bbls.....	4	.....
26 Window shades, boxed.....	1	.....	67 Balusters, stair rails and newel posts, in boxes.....	4	.....
27 Window ventilators, (not wire screens) boxed.....	1	3	68 Balusters, stair rails and other turned work, N. O. S.....	.....	7
28 Wire, N. O. S.....	2	.....	69 Barrel covers, wooden, nested.....	3	.....
29 Wire, barb.....	4	8	70 Barrel covers, wooden, min. wt. 20,000 lbs.....	.....	6
30 Wire binding or wire ties.....	4	6	71 Blinds, N. O. S.....	4	7
31 Wire, brass.....	3	4	72 Blinds, ventian, boxed or crated.....	1	4
32 Wire, copper.....	3	4	73 Blind or shutter slats, wooden, in bbls, crates or bxs.....	4	7
33 Wire, copper, insulated on reels or in coils.....	3	4			
34 Wire, coppered, galvanized or steel.....	4	5			
35 Wire, fence.....	4	8			
36 Wire, insulated or covered.....	3	4			
37 Wire, iron in boxes or casks.....	4	5			
38 Wire mattress, in boxes, bbls or casks.....	4	5			
39 Wire, steel, in boxes, bbls, casks or reels.....	4	5			
40 Wire bonnets (spark arresters).....	D1	.....		
41 Wire cracker or cake pans, flat or nested, solid crated or boxed.....	3	4			
42 Wire goods, N. O. S.....	D1	.....		

Classification—Continued.

W	L.C.L.	C. L.	W	L.C.L.	C. L.
WOOD ARTICLES—Con- tinued.			WOOD ARTICLES—Con- tinued.		
1 Bowls, wooden, boxed or racked.....	4	5	34 Cornices, window, wooden, in boxes.....	2	5
2 Bowls, wooden.....			35 Cornices, window, wooden Counters and shelving, for offices and stores, loaded in box cars, (C. L., mini- mum weight 20,000 lbs.).....	1	6
3 Brackets, carpenters', wooden, K. D. flat or folded.....	3	6	37 Covers, wooden, N. O. S. in bundles, boxes or racks	3	
4 Brackets, wooden, N. O. S., finished and boxed.....	3	6	38 Covers, wooden, N. O. S. (minimum weight 20,000 lbs.).....		6
5 Brick trays, wooden.....	4	6	39 Dairy spades, wooden, in crates or boxes.....	3	
6 Buckets, in bundles or racks (C. L., minimum weight 20,000 lbs.).....	1	5	40 Dowel pins, wooden, in packages.....	4	
7 Bungs, or plugs, wooden, in packages, (C. L., mini- mum weight 12,000 lbs.).....	3	6	41 Dowel pins, wooden.....		6
8 Butter carriers, wooden.....	3	5	42 Dumb bells, wooden, in crates, boxes or bbls.....	3	5
9 Butter ladles, wooden, in packages.....	3		43 Firkins and kits, empty (C. L., minimum weight 12,- 000 lbs.).....	1	6
10 Butter ladles, wooden, (C. L., minimum weight 12,000 lbs.).....		5	44 Firkins, empty, in nests, (C. L., minimum weight 12,000 lbs.).....	2	6
11 Butter moulds, wooden, in packages, C. L., mini- mum weight 12,000 lbs.).....	3	6	45 Flooring, fancy or com- pound wood, in bundles.....	2	5
12 Butter packers, wooden, in crates, in boxes.....	3		46 Flooring, fancy or com- pound wood, in crates or boxes.....	3	5
13 Butter plates, wooden, nested.....	3		47 Gas trays, wooden, in packages (C. L., mini- mum weight 15,000 lbs.).....	2	4
14 Butter plates, wooden (C. L., minimum weight 12,- 000 lbs.).....		6	48 Grilles, wooden, K. D., or folded flat, crated or b'xd	1	5
15 Butter and lard tubs, pails and firkins (C. L., mini- mum weight 12,000 lbs.).....	1	6	49 Gun stocks, in the rough, in bundles, crates or b'xs.....	3	
16 Butter and lard tubs, nested covers in bundles (C. L., minimum weight 20,000 lbs.).....	2	6	50 Gun stocks in the rough.....		5
17 Butter workers, S. U.....	1	5	51 Handles, wooden, in bun- dles or boxes.....	4	
18 Butter workers, K. D.....	2	5	52 Handles, wooden.....		7
19 Pie plates, wooden, nested.....	3		53 Handle wood bolts.....	4	9
20 Pie plates, wooden (C. L., minimum weight 12,000 lbs.).....		6	54 Headlinings, wooden, in bundles or crates.....	4	
21 Churns, loose.....	1½		55 Headlinings, wooden.....		9
22 Churns, frames, K. D. in bundles and cylinders or boxes, O. R. C.....	2		56 Hitching posts, wooden.....	3	5
23 Churns, completely, K. D., boxed.....	3		57 Hosiery boards, wooden, in boxes.....	2	
24 Churns, (minimum weight 12,000 lbs.).....		6	58 Ironing tables, K. D. flat or folded flat, in bundles, crates or boxes.....	2	5
25 Cisterns, wooden.....	D 1	7	59 Knives, wooden, in boxes	2	
26 Cisterns, wooden, requir- ing flat or gondola car, minimum weight 4,000 lbs. each.....	1	9	60 Ladders, step (C. L., mini- mum weight 12,000 lbs.).....	1	6
27 Cisterns, wooden, K. D., in bundles.....	3	7	61 Ladders, wooden, N. O. S. (C. L., minimum weight 12,000 lbs.).....	2	6
28 Clothes pins, boxed (C. L., minimum weight 12,000 lbs.).....	3	6	62 Ladder stock or stuff, wooden, in the rough, K. D., in bundles or crates.....	4	
29 Clothes pounders, wooden, in crates or boxes.....	3		63 Last blocks, wooden, in the rough.....	4	6
30 Clothes racks, K. D. or folded flat, in bundles, crates or boxes.....	2	5	64 Mallets, wooden, in boxes	3	
31 Clothes reels, K. D., box'd or crated.....	2	6	65 Measures, wooden, crated or boxed.....	2	
32 Clubs, Indian, wooden, in packages.....	3	5	66 Measures, wooden, mini- mum weight 12,000 lbs.....		6
33 Cogs, wooden, in bbls. or boxes.....	3		67 Mill dogs, wood.....	3	
			68 Mouldings, wood, N. O. S. in bundles.....	1	
			69 Mouldings, wood, finished and unfinished, boxed.....	4	7

Classification—Concluded.

W	L.C.L	C. L.	Y	L.C.L.	C. L.
WOOD ARTICLES—Concluded.					
1 Mouldings, wood, common building or carpenter	4	7	32 Wrenches, monkey or screw, boxed	3	
2 Pails, wooden, (C. L. minimum weight 20,000 lbs.)	2	6	33 Wringers, centrifugal	1	
3 Partitions, rolling or folding, wooden, crated or boxed	3	5	34 Wringers, clothes, not boxed	D 1	4
4 Pickets, wood	4	L'mb'r rates	35 Wringers, clothes, crated or boxed	2	4
5 Picture backing, in bundles or boxes	4		36 Clothes wringer frames, crated or boxed	2	4
6 Picture backing		7	37 Clothes wringer frames, not crated or boxed	D 1	4
7 Porch columns, wooden, in bundles	4	7	Y		
8 Potato mashers, wooden, in packages	3		38 Yacht knees	4	5
9 Potato mashers, wooden		6	39 Yard sticks, wooden, crated or boxed	2	5
10 Rolling pins, wooden, in packages	3	6	40 Yarn, N. O. S.	1	
11 Saw bucks, wooden, in bundles	3	5	41 Yarn, asbestos, in packag's	1	
12 Saw bucks, wooden, K. D. in crates or boxes	3	5	42 Yarn, coir, in rolls or pressed in bales	3	4
13 Scoops or shovels, flour, wooden, boxed or crated	3		43 Yarn cotton, in bags	1	
14 Scoops or shovels, flour, wooden		5	44 Yarn, cotton, in bales	3	
15 Shutters, wooden	4	7	45 Yarn, flax, in bales or cases	1	
16 Steak pounders, wooden, in packages	3		46 Yarn, hair, in compressed bales	3	
17 Steak pounders, wooden		5	47 Yarn, jute, in bales	3	
18 Sticks, wooden in the white, for canes or umbrella handles, in b'ndles	2	4	48 Yarn, lath, in coils or packages	3	4
19 Sticks, wooden, in the rough, for canes or umbrella handles	3	5	49 Yarn, linen, in bales	1	
20 Ten pins, b'xd or crated	1	5	50 Yarn, woolen	1	
21 Ten pins, in the white	2	5	51 Yeast	3	4
22 Wooden ware, N. O. S., (C. L., minimum, wt. 12,000 lbs.)	1	6	52 Yeast cakes, P. P.	3	4
23 Wool, in sacks or bales	2		53 Yeast powder	3	4
24 Wool, in sacks or bales, minimum weight 20,000 lbs. (Rule 7 not to apply)		6	54 Yellow metal (copper or zinc)	3	4
25 Wool cards	1		55 Yokes, ox, and bows	2	6
26 Wool stock and wool waste, in sacks or bales	4		Z		
27 Wool stock and wool waste, in sacks or bales, minimum weight 20,000 lbs. (Rule 7 not to apply)		6	56 Zinc, in cases, casks, pigs, or slabs	4	6
28 Woolen mill sweepings, in bags, sacks or crates	4		57 Zinc, in rolls or sheets	1	4
29 Woolen mill sweepings, in bags or sacks, minimum weight 20,000 lbs.		6	58 Zinc, chloride of, in carboys	1	5
30 Woolen mill sweepings and wool flocks, pressed in bales, or in casks or in h'nds	5		59 Zinc, chloride of, liquid, in bbls.	3	5
31 Woolen mill sweepings, in bulk, not taken			60 Zinc, chloride of, dry, in cans, boxed	2	5
			61 Zinc, chloride of, dry, in bbls.	3	5
			62 Zinc, scrap, in packages	4	
			63 Zinc, scrap		9
			64 Zinc, sheet, in cases or casks	4	6
			65 Zinc, sheet, loaded in ends of cars, completely enclosed or boxed	4	6
			66 Zinc, sulphate of	4	6
			67 Zinc dross, in bbls. or casks	4	
			68 Zinc dross		9
			69 Zinc flue dust, in packages	4	6
			70 Zinc nails, in boxes or k'gs	3	5
			71 Zinc skimmings, in p'kgs	4	6
			72 Zinc stove boards	3	5
			73 Zylonite goods, in pk'gs	1	

WM. KILPATRICK,
Secretary.
CHAS. J. SMITH,
Asst. Secretary.

JAMES S. NEVILLE, Chairman.
ARTHUR L. FRENCH,
I. L. ELLWOOD,
Commissioners.

STATE OF ILLINOIS

RAILROAD AND WAREHOUSE COMMISSION

SUPPLEMENT No. 1

TO

Illinois Commissioners' Classification No. 10, in Effect July 1, 1906

	L.C.L.	C. L.		L.C.L.	C. L.
A			Couches, metal—		
Animal foods (not condition powders), in bags	4	7	Folding, S. U.	1½	
Alumina, sulphate of, boxes, barrels or bags		6	Backs folded flat on seats or against sides	1	
Automobiles, min. weight 10,000 lbs.		1	Folded flat	2	
Axle grease, in buckets, pails or tubs	3	5	Completely K. D., boxed	3	
Axle grease, in boxes, barrels, kegs or kits	4	5	F		
Axle grease, in tin cans, bxd.	4	5	Fruit, green, N.O.S., P. P. or guaranteed, C. L. min. wt. 20,000 lbs.	1	5
B			Fruits, green, in straight or mixed, C. L. of grapes, peaches, pears or plums, min. wt. 20,000 lbs.		5
Beds, folding, min. C. L. wt. 10,000 lbs.		4	M		
Beds, mantle folding, min. C. L. wt. 10,000 lbs.		4	Marbleine, grave vaults, crated or boxed	2	5
Berries, all kinds, except cranberries, green P. P. or guaranteed, min. wt. 20,000 lbs.	1	4	Milk, in glass, boxed	1	
Bottle carriers, empty	3		Mop handles, with metallic heads, in bundles	2	
Broom corn, pressed in bales, min. wt. 12,000 lbs.		4	Mop handles, with metallic heads, crated or boxed	3	
C			O		
Carbon, bi-sulphide of, in cans hermetically sealed, each weighing 5 lbs. or less, bxd.	1		Ovens, bake, sectional steel and tile, including fire brick, K. D., boxed	3	5
Casein, in sacks or barrels	2	5	P		
Chautauqua outfits, consisting of tents, poles, camp chairs, circus seats, torches, bedding, etc., C. L. min. wt. 20,000 lbs. (Rule 7 not to apply)		7	Pads, hoof, leather or rubber	1	
Corn, seed on the ear, in crts.	5		Paste, powder, in boxes	3	

Supplement No. 1—Continued.

	L.C.L.	C. L.		L.C.L.	C. L.
Pianos and organs, boxed, min. C. L. wt. 10,000.....	4	2 5	R		
Pipe, steel, culvert.....	4	5	Records, phonograph, boxed	1	.....
Pipe, wrought iron, in coils requiring flat or gondola car, min. wt. of each coil 4,000 lbs.....	1 3	..... 5	S		
Pipe, covering, magnesia.....	3	5	Salts, Epsom or Glauber, in bags.....	4	6
Poultry food (ground meal and bone or grain screen- ings), in bags.....	4	7	Stoneware, in crates, casks or hhds. weigh'g 1,000 lbs. or less	4	5
Pretzels, in boxes or barrels, min. wt. 20,000.....	4	5	Stoneware, in crates, casks or hhds. weighing over 1,000 lbs.	3	5
Props, mine.....		Soft coal rates	W		
Punch and shear, combined, K. D., small parts boxed....	3	.....	Wagons, children's, self pro- pelling, C.L. m. wt. 12,000 lbs.	.....	3
Pumping jacks, K. D.....	3	.....		

WILLIAM KILPATRICK,

Secretary.

CHAS. J. SMITH,

Assistant Secretary.

JAMES S. NEVILLE,

ARTHUR L. FRENCH,

ISAAC L. ELLWOOD,

Commissioners.

SUPPLEMENT NO. 2 TO ILLINOIS COMMISSIONERS' CLASSIFICATION NO. 10.

Effective July 1, 1906.

	Distance in miles.	In cents per 100 lbs.
	2 miles and under.....	2.8
	4 miles and over.....	3.6
	6 .do.....	4.
	10 .do.....	4.5
	15 .do.....	4.9
	20 .do.....	5.1
	25 .do.....	5.4
	30 .do.....	5.7
	35 .do.....	5.9
	40 .do.....	6.2
	45 .do.....	6.5
	50 .do.....	6.8
	55 .do.....	7.
	60 .do.....	7.3
	65 .do.....	7.6
	70 .do.....	7.9
	75 .do.....	8.1
	80 .do.....	8.3
	85 .do.....	8.4
	90 .do.....	8.6
	95 .do.....	8.7
Apples, green, P. P. or guaranteed, C. L.....	100 .do.....	8.9
	105 .do.....	9.
Apple waste, green or dried in sacks, boxes or barrels, C. L.....	110 .do.....	9.2
	115 .do.....	9.3
	120 .do.....	9.4
Melons, in bulk or packages, C. L.....	125 .do.....	9.6
	130 .do.....	9.7
Pears, in baskets, boxes or barrels, C. L.....	135 .do.....	9.8
	140 .do.....	10.
Potatoes, in bulk or packages, O. R., minimum weight 20,000 lbs, C. L.....	145 .do.....	10.1
	150 .do.....	10.2
	155 .do.....	10.4
Vegetables, straight or mixed; car loads of aspara- gus, beans, beets, cabbage, cauliflower, carrots, celery, corn, cucumbers, eggplant, garlic, kale, lettuce, melons, mustard, mushrooms, onions, okra, parsley, peas, peppers, pumpkins, pie- plant, parsnips, potatoes, radishes, salsify, spinach, squash, tomatoes or turnips; minimum weight 20,000 lbs.....	160 .do.....	10.5
	165 .do.....	10.6
	170 .do.....	10.8
	175 .do.....	10.9
	180 .do.....	11.
	185 .do.....	11.2
	190 .do.....	11.3
	195 .do.....	11.5
	200 .do.....	11.6
	210 .do.....	11.7
	220 .do.....	11.9
	230 .do.....	12.1
	240 .do.....	12.3
	250 .do.....	12.5
	260 .do.....	12.6
	270 .do.....	12.8
	280 .do.....	13.
	290 .do.....	13.2
	300 .do.....	13.4
	320 .do.....	13.6
	340 .do.....	13.9
	360 .do.....	14.2
	380 .do.....	14.4
	400 .do.....	14.7
	420 .do.....	14.9
	440 .do.....	15.
	460 .do.....	15.2
	480 .do.....	15.4
	500 .do.....	15.6

Supplement No. 2—Concluded.

L. C. L. SHIPMENTS.		
Bran, ship stuff and shorts, in sacks, 2,000 lbs. or over, 30 per cent higher than car load rate.....	.....	.....
Feed, chopped or ground in sacks, 2,000 lbs. or over, 30 per cent higher than car load rate .....	.....	.....
Flour, in barrels or sacks, 2,000 lbs. or over, 30 per cent higher than car load rate.....	.....	.....

Attest:

WM. KILPATRICK,
Secretary.
 CHAS. J. SMITH,
Ass't Secretary.

JAMES S. NEVILLE, *Chairman.*
 ARTHUR L. FRENCH,
 ISAAC L. ELLWOOD,
Commissioners.

[81]

SUPPLEMENT NO. 3.

ILLINOIS COMMISSIONERS' CLASSIFICATION NO. 10.

Effective July 1, 1906.

READS--	L.C.L.	C. L.	SHOULD READ--	L.C.L.	C. L.
Item 48, page 9— Bluing, liquid in glass packed	3	7	Item 48, page 9— Bluing liquid in glassed packed	3	4
Item 49, page 9— Bluing liquid in bbls.....	4	7	Item 49, page 9— Bluing liquid in bbls.....	4	5
Item 23, page 10— Books, blank in boxes.....	4	7	Item 23, page 10— Books, blank in boxes	4	5
Item 17, page 11— Boxes, wooden, turned by lathe, C. L. min. weight 20,000 lbs	2	8	Item 17, page 11— Boxes, wooden, turned by lathe, C. L. min. weight 20,000 lbs	2	5
Item 44, page 19— Corn cookers, steam, K.D..	3	6	Item 44, page 19— Corn cookers, steam, K. D.	2	6
Item 6, page 22— Eave troughs, wooden	3	.....	Item 6, page 22— Eave troughs, wooden	2	.....
Item 54, page 32— Grape cuttings or grape vines in bundles, boxed.	3	.....	Item 54, page 32— Grape cuttings or grape vines, in bundles, boxed.	1	3
Item 69, page 33— Harness hardware	4	.....	Item 69, page 33— Harness hardware	3	.....
Item 73, page 33— Saddles in bales or boxes..	3	.....	Item 73, page 33— Saddles in bales or boxes..	2	.....
Item 62, page 50— Oatmeal in lots of 2,000 lbs. or over 20 per cent above C. L. rate O. R. W. & W.			Item 62, page 50— Oatmeal in lots of 2,000 lbs. or over 30 per cent over C. L. rate O. R. Wet and waste.		
			Pianos and organs wrapped and immovably braced in car, C.L. minimum 10,000 lbs.....		2
			Unboxed upright pianos ship- ped in carloads must meet the following require- ments in regard to load- ing:		
			1st—Each piano to be com- pletely covered (except bottom) with paper hood and tarpaulin or rubber cover.		
			2nd—Each piano placed on wooden shoes not less than two inches thick freeing castors from car floor.		

Supplement No. 3—Continued.

READS—	L.C.L.	C. L.	SHOULD READ—	L.C.L.	C. L.
			3d—To the back of each piano there must be attached 2 cleats, not less than one inch thick and six inches wide, extending not less than four inches beyond either end of piano—one at top and one at bottom—each fastened with not less than 2½ inch screws, ends of cleats to be firmly secured to horizontal braces screwed to sides and ends of car, the whole forming a frame work running full length and width of car and so secured as to absolutely prevent any end or side motion of pianos.		
			4th—A sufficient space must be left between pianos to prevent rubbing or chafing.		
			5th—All cleats and bracing to be of hardwood lumber not less than one inch thick nor less than six inches wide.		
			Unboxed organs to be securely braced in car in similar manner except that it will not be required that cleats be fastened to instruments, and if castors are removed it will not be required that the organs be set on shoes.		
			One empty box for return of wrapping, and harness to be included with C. L. shipments of upright pianos and organs.		
Item 14, page 52— Portraits (not paintings) boxed, net invoice value not to exceed \$10.00 per package and so expr'ss'd in shipping receipt by shipper.....	2		Item 14, page 52— Portraits (not paintings) boxed, net invoice value not to exceed \$10.00 per package and so expr'ss'd in shipping receipt by shipper.....	1	
Item 32, page 58— Sash, N. O. S.....		L'mb'r rate.	Item 32, page 58— Sash, N. O. S.....		7
Item 18, page 66— Trees, shrubbery and dormant plants boxed P. P. or guaranteed min. wt. 20,000 lbs.			Item 18, page 66— Trees, shrubbery and dormant plants boxed P. P. or guaranteed min. wt. 20,000 lbs.....		7
Item 3, page 67— Tubs, wash, galvanized iron, nested.			Item 3, page 67— Tubs, wash, galvanized iron, nested.....	2	5
			Stoves, N.O.S., crated or b'x'd	2	5
Item 6, page 67— Turned stuff, wooden, N. O.S.....	4	7	Item 6, page 67— Turned stuff, wooden, N. O.S.....	3	6

Supplement No. 3—Concluded.

READS—	L. C. L.	C. L.	SHOULD READ—	L. C. L.	C. L.
Item 15, page 71— Shoveling boards and wagon box end gates.....		7	Item 15, page 71— Shoveling boards and wag- on box end gates.....		6
Item 50, page 71— Axles (iron) for childrens' vehicles.....	4	6	Item 50, page 71— Axles (iron) for childrens' vehicles.....	3	5
Item 5, page 72— Iron rods for childrens' ve- hicles, boxed or crated..	4	6	Item 5, page 72— Iron rods for childrens' ve- hicles, boxed or crated..	3	5
Item 11, page 72— Springs for childrens' ve- hicles, boxed or crated..	4	6	Item 11, page 72— Springs for childrens' ve- hicles, boxed or crated..	3	5
Item 12, page 72— Top braces for childrens' vehicles, boxed.....	4	6	Item 12, page 72— Top braces for childrens' vehicles, boxed.....	3	5
Item 48, page 72— Vinegar in tank cars to be furnished by shippers, minimum wt. 24,000 lbs., empty tanks return'd free		5	Item 48, page 72— Vinegar in tank cars to be furnished by shippers, min. weight 24,000 lbs....		5
Item 26, page 76— Wool stock and wool waste in sacks or bales...	4		Item 26, page 76— Wool stock or wool waste in sacks or bales.....	3	
Item 28, page 76— Woolen mill sweepings, in bags, sacks or crates.....	4		Item 28, page 76— Woolen mill sweepings, in bags, sacks or crates..	3	
			Wire fencing in rolls	4	8
Bran, ship stuff and shorts in sacks 2,000 lbs. or over, 30 per cent higher than car load rate.			Bran, ship stuff and shorts in sacks 2,000 lbs. or over, 30 per cent higher than C. L. wheat rate.		

Horses and Mules—Correct 500 mile rate to read 20.1.

Correct last word in second paragraph of Article "A" Rule 9 to read 'weight' instead of "rate."

Correct error on page 111, Mobile & Ohio R. R. Co., should be erased from this page and appear on page 4, as a road of Class "B."

ATTEST:

WM. KILPATRICK, *Secretary.*

CHAS. J. SMITH, *Asst. Secretary.*

J. S. NEVILLE, *Chairman.*

ARTHUR L. FRENCH, *Commissioner.*

I. L. ELLWOOD, *Commissioner.*

INDEX.

A			
	Page	Item	Page Item
Acid, acetic, in bbls. or iron drums.	1	1	10 50
Carbolic.	1	2	5 49
Dry.	1	7	5 48
Hydrofluoric.	1	4	5 47
Liquid carbonic.	1	3	5 44
Lactic.	1	6	5 50
Acids, N. O. S.	1	9	5 52
Acorns.	1	14	36 44
Actinolite.	51	34	
Adding machines.	45	31	
Adamant wall plaster.	1	15	
Adzes.	1	17	
Advertising boards.	9	51	
Matter.	1	16	
Agalite.	1	19	
Agate.	1	18	
Agricultural implements.	1	20	
Hand.	4	29	
Parts of.	3	33	
and parts of returned.	1	21	
Agricultural implements, N.O.S.	1	27	
Alabastine wall finish.	5	10	
Albums.	54	3	
Albo carbon.	5	11	
Albumen.	5	12	
Alcohol, wood.	43	52	
Ale.	43	55	
Ginger.	49	1	
Ginger and mineral water pack-			
ages returned.	14	50	
Allspice.	61	43	
Almanacs.	5	13	
Altars.	28	33	
Alum.	5	14	
Alumina.	5	16	
Sulphate of.	5	17	
Aluminum.	5	19	
Bronze.	5	21	
Ware.	5	24	
Ambulances.	69	12	
Ammonia.	5	25	
Anhydrous liquid.	5	25	
Aqua.	5	26	
Cylinders returned.	14	53	
Drums returned.	14	53	
Nitrate.	5	36	
Sulphate of.	5	37	
Ammunition.	5	39	
Cartridge shells.	59	41	
Andirons.	5	40	
Anchor building.	36	42	
Anchors, N. O. S. I.	36	41	
Building.	36	42	
Angle iron.	36	43	
Animal food.	25	39	
Heads.	35	48	
Heads unmounted.	35	49	
Pokes.	54	73	
Animals, alive.	5	41	
Domestic, horned.	44	16	
Stuffed.	5	42	
Annealing boxes.			
Anti incrustator.			
Anthracine.			
Annunciators.			
Annato.			
Antimony metal.			
Crocus of.			
Anvils.			
and vises combined with oil			
well supplies.	51	27	
Apple chops.	5	59	
Butter.	5	63	
Driers.	5	60	
Parers.	5	61	
Waste.	5	62	
Apples.	5	56	
Cider.	5	54	
Dried.	5	55	
with cider.	5	58	
Apron slats.	3	41	
Aprons, storm.	71	25	
Aquariums.	5	66	
Archery goods.	6	1	
Architectural iron.	39	36	
Arc light globes.	31	51	
Lamps.	42	7	
Argols.	6	2	
Armatures.	6	3	
Armor plate.	36	45	
Arms, electric light.	39	37	
Telegraph.	64	40	
Telegraph, iron.	64	41	
Arsenic.	6	4	
Artists' materials.	6	5	
N. O. S.	52	32	
Stretchers.	6	6	
Asbestos.	6	8	
Cement and boiler covering.	6	9	
Cloth.	6	10	
Crude ore.	51	37	
Mill, board.	6	11	
Ash, pearl or pot.	6	16	
Soda.	61	9	
Zinc.	6	17	
Ashes, brass.	6	12	
Cotton seed hull.	6	14	
Wood.	6	14	
Lead.	6	15	
Asparagus.	67	58	
Asphalt plants.	6	21	
Asphaltum.	6	18	
Substitute.	6	21	
Auger stems with oil well supplies.	51	27	
Auger bits.	6	23	
Augers post.	6	22	
Automatic machines.	45	33	
Automobiles.	68	12	
Awnings.	6	24	
Awning fixtures.	6	25	
Axes.	6	26	
Axe polls, iron.	36	46	
Axle boxes.	71	32	

Index—Continued.

	Page	Item		Page	Item
Axleclips.....	70	12	Barrel, beer, old.....	7	34
Couplings.....	70	12	Cider, returned.....	15	14
Grease.....	32	63	Flour, tin.....	65	18
Axles, combined.....	70	13	Glycerine, returned.....	15	25
Iron or steel.....	36	47	Iron, oil, returned.....	15	28
Iron, for children's vehicles.....	71	50	Oil, returned.....	15	35
Wagon or carriage.....	71	25	Paper.....	7	23
Wagon, roller bearing.....	72	14	Returned.....	14	49
Wood, with wagon material.....	70	15	Tar, returned.....	15	45
			Vinegar, returned.....	15	48
			Barrows, baggage.....	7	41
			Furnace, charging.....	7	43
			Bars, cutter.....	3	51
			Grate.....	38	24
			Muck or puddle.....	38	68
			Sweep.....	3	52
			Barytes.....	7	44
			Base knobs.....	21	18
			Basins and bowls.....	7	45
			Basket covers.....	8	1
			Material.....	8	4
			Trucks.....	66	31
			Baskets.....	7	48
			Brass.....	7	46
			Fruit.....	7	52
			Canvas.....	7	51
			Steel or iron.....	7	54
			Over-handled.....	7	55
			Fruit, returned.....	15	21
			Splint.....	8	2
			Stave.....	8	2
			Willow.....	8	2
			Wire.....	7	47
			Bate, tanners.....	8	6
			Bath tubs.....	66	65
			Baths, blotter.....	9	46
			Bats, base ball.....	8	7
			Cricket.....	8	8
			Batteries, electric.....	8	9
			Battery cups.....	8	12
			Element.....	8	10
			Fluid.....	31	5
			Jars, glass.....	31	5
			Plates.....	8	13
			Zinc and jars.....	8	11
			Zincs.....	8	14
			Batting, cotton.....	19	51
			Bayonets.....	8	15
			Beads.....	8	16
			Beams, brake.....	37	9
			Iron.....	36	53
			Plow.....	4	9
			Plow, rough.....	72	31
			Plow, with plow material.....	72	21
			Returned.....	15	2
			Scale.....	58	57
			Warp.....	8	17
			Beans, green.....	67	58
			Baked.....	13	35
			Castor.....	8	19
			Dried.....	16	55
			Ground.....	16	55
			Cocoa.....	8	20
			Honey.....	8	21
			Tonka.....	8	22
			Vanilla.....	8	23
			Bed rail fastenings.....	8	25
			Slats, L. C. L.....	27	27
			Slats, C. L.....	26	23
			Bedding.....	8	24
			Beds, feather.....	8	26
			Folding, C. L.....	26	24
			Folding, L. C. L.....	27	24
			Mantel, folding, C. L.....	26	25
			Mantel, folding, L. C. L.....	27	26
			Spring, L. C. L.....	29	58
			Spring, C. L.....	27	10
			Wagon.....	71	26
Babbitt metal.....	6	30			
Baby carriages.....	71	54			
Jumpers.....	72	6			
Walkers.....	71	54			
Baby walkers and rockers com- bined, with children's ve- hicles.....	71	54			
Backing, picture.....	76	5			
Bag holders.....	6	44			
Racks, postal.....	56	68			
Baggers, grain.....	4	8			
Bagging.....	6	31			
Bags.....	6	33			
Cement, returned.....	14	54			
Cotton.....	6	36			
Grain or salt.....	6	37			
Feeding.....	6	39			
Game.....	6	41			
Mail.....	6	40			
Paper.....	52	42			
Rush.....	6	42			
Moth paper.....	6	43			
Returned N. O. S.....	15	1			
Baking powder.....	55	53			
Balusters.....	74	66			
Balers, broom corn.....	11	70			
Ball bearings.....	6	45			
Ballast unloaders.....	6	46			
Balloons.....	6	47			
Paper.....	52	43			
Balls, base.....	6	48			
Glass.....	6	50			
Billiard or pool.....	6	49			
Iron.....	39	29			
Rubber.....	6	51			
Ten pin.....	10	49			
Target.....	64	28			
Barilla.....	6	55			
Bandages, surgical.....	6	54			
Bananas.....	6	52			
Band cutters.....	3	35			
Instruments.....	49	52			
Iron.....	36	51			
Banks, toy.....	65	69			
Bar, iron.....	36	52			
Barium chloride.....	6	56			
Sulphate of.....	6	57			
Peroxide of.....	6	58			
Barks.....	6	59			
Tan.....	6	65			
Tan refuse.....	6	64			
Tanners.....	6	67			
Barley.....	6	68			
Pearl.....	16	55			
Rolled.....	16	55			
Sprouts.....	11	37			
Sprouted.....	6	69			
Barometers.....	6	72			
Barrel carts.....	1	22			
Covers, wood and glass.....	6	73			
Covers, wood.....	74	69			
Racks.....	6	74			
Barrels.....	6	75			
N. O. S.....	7	32			
Beer, new.....	6	76			

Index—Continued.

	Page	Item		Page	Item
Bedsteads, iron, C. L.	26	26	Bismuth.	8	70
Iron, L. C. L.	27	30	Bits, drill	21	27
Bamboo.	27	28	Bitters.	44	7
Brass, C. L.	26	26	Black drop.	21	30
Brass, L. C. L.	27	29	Blackboards	9	4
Wooden, C. L.	26	26	Blacking, Curriers.	9	10
Wooden, L. C. L.	27	31	Harness	9	13
Beef	47	48	Shoe	9	15
Dressed	47	48	Stove.	9	17
Dried	48	3	Black lead.	42	36
Powdered.	8	31	Bladders.	9	19
Beef extract.	23	13	Blades, scraper.	32	46
Fresh	47	48	Blankets.	9	23
Pickled	48	3	Blanks, brass.	11	25
Trimnings.	47	53	Button.	12	34
Bee-comb foundation.	8	27	Copper	18	70
Combs.	8	27	Key.	41	54
Hives	8	28	Shovel	40	7
Smokers	8	30	Bleaching fluid.	9	26
Beer.	43	57	Powder	9	25
— Coolers	8	32	Blind slats	74	73
— Packages returned.	14	50	Blinds and porch shades.	9	30
— Root	57	52	Blind and awning fixtures.	9	29
— Weiss.	43	58	N. O. S.	74	71
Bees.	8	33	Venetian.	74	72
Beeswax	8	35	Block shells	9	32
Beets, green	67	59	Blocks, brush.	9	33
Harvesters	1	24	Burr	9	34
Pulp.	56	41	Butchers'.	9	35
Bellows.	8	36	Cement, building	16	54
Bellows, folding, coupling	8	37	Faucet	23	44
Bells	8	40	Iron swage	40	43
— Electric	8	38	Last.	75	63
Belting	8	41	Paving cement.	9	36
Belting, cotton.	19	55	Paving, wooden.	9	37
Belts, cartridge.	8	44	Paper	52	44
Electric.	24	77	Ribbon	9	39
Oil well.	51	27	Shuttle	9	41
Fasteners.	8	42	Stone	62	35
Shifters	8	44	Tackle	9	38
Benches, cabinet makers'	8	45	Toy	9	43
Carpenters'	8	45	Blood, dried	9	44
Wash	73	10	Liquid	9	45
Work	8	46	Blooms, iron	36	54
Bench screws.	58	76	Blotter, baths	9	46
Benzine.	51	12	Blowers, portable forge	25	51
Benzole	51	12	Iron, rotary	37	1
Berries, fresh.	8	50	Blue grass seed	59	16
Dried	8	48	Bluing	9	47
Berry box material	11	18	Boards, artists'	9	50
Bicycle air pumps	8	53	Advertising	9	51
Attachments	8	52	Bread.	9	53
Forks	8	54	Cigar makers'	9	54
Stands.	8	55	Drapery	9	55
Step ladders	42	4	Engraving	9	56
Bicycles.	8	53	Filter	9	57
Childrens'	71	54	Follow	9	58
Billets, steel	36	54	Hosiery	75	57
Billiard balls	6	49	Ironing	9	60
Cues	8	58	Game	30	43
Tables	8	60	Letter file clip.	43	22
Tables, slates and slabs	8	62	Lap	9	61
Binders' board	9	52	Meat	9	59
Binding or tape.	8	66	(Wood pulp)	74	59
Binding attachments	9	37	Scale	58	58
Cotton	19	56	Shoveling	71	15
Oil cloth	51	24	N. O. S.	52	40
Twine.	3	30	Boats	9	62
Wire	3	32	Row	9	63
Bins, flour	25	25	Sectional	10	1
Flour, with tinware	25	25	Bobbins	10	2
Bird food	25	40	Returned	15	2
Gravel	58	27	Bobs, sleigh	71	17
Sand	58	27	Bodies, automobile.	68	13
Seed.	39	5	Beer wagon	70	16
Birds, milliners	8	67	Vehicle	70	1
Stuffed	8	68	Boiler compound	10	
Biscuit	8	69	Covering	16	

Index—Continued.

	Page	Item		Page	Item
Boiler felting	23	58	Boxes, bail	10	51
Flue scrapers	10	7	Ballot	10	52
Flues	37	2	Band	10	53
Iron	37	3	Berry	20	3
Plates	37	2	Butter	10	54
Stands, range	10	10	Candy	52	58
Tubes	40	65	Car journal	38	50
Boilers and engines	22	42	Car seal returned	15	12
Copper	10	8	Cash	16	18
N. O. S.	10	11	Cheese	17	14
Range	10	9	Cheese returned	15	13
Sectional	10	13	Chemical fiber	10	56
Wash	10	14	Cigar	10	57
Bolster car bearings	37	17	Coffin	12	18
Bolts, brass	11	25	Cooling	10	60
Copper	18	70	Cracker, returned	15	16
Stave and hoop	62	13	Deposit vault	39	70
Iron	37	4	Document	10	61
Bone, black	10	16	Druggists	10	71
Black screening	58	67	Electrotype	0	64
Cuttlefish	20	56	Feed, iron	10	65
Dust	10	19	Fibre, N. O. S.	10	66
Meal	10	22	Fig.	10	51
Bones	10	20	Fire alarm	24	50
with junk	41	38	Fish	10	67
Bonnets, wire	74	40	Fish, returned	15	20
Book cases	27	32	Flour, tin	65	18
and desks combined	27	34	Fruit, returned	15	21
Racks	27	36	Fruit tree returned	15	23
Books, blank	10	23	Hat or band	10	53
N. O. S.	10	24	Ice cream	52	58
School, copy	10	25	Jewelry	10	55
Students' note	10	23	Jewelers'	10	71
Boot crimps	10	26	Lamp returned	15	30
Trees	10	27	Journal	38	50
Booths, election	10	28	Journal and covers	38	50
Telephone	64	35	Leatheroid	10	68
Boots and shoes	10	29	Letter	11	8
Old leather, in bulk	10	31	Mail	11	8
Borax	10	33	Machinery	10	69
Boralmine	10	32	Meat	10	70
Bottle caps	10	39	Meat, returned	15	32
Carriers	14	45	Oyster	52	58
Cases, returned	15	5	Patrol	11	7
Covers, straw	63	19	Paper, N. O. S.	11	1
Bottle molds, iron	49	40	Paper, nested	10	72
Stoppers	10	42	Piano, returned	15	38
Wrappers or covers	10	46	Pill	10	71
Bottles, cut glass	10	36	Post office	11	8
Glass	10	37	Powder	10	11
Liquor, returned	14	51	Salt	10	51
N. O. S. and jugs returned	15	4	Seed, returned	15	24
Paper	10	35	Spice	10	51
Returned, N. O. S.	15	4	Telephone, returned	15	46
Soda water, returned	15	3	Tin	11	9
Wine, returned	14	51	Thread trays	11	6
Bottoms, basket	8	4	Toilet	11	10
Children's carriage	71	51	Toilet paper	11	12
Copper	18	71	Tool	11	14
Plow	4	14	Trunk	66	40
Powder keg	41	61	Water meter	11	15
Bowling alleys	10	48	Wooden, returned	15	47
Balls	10	49	Wooden	11	16
Bowls, plumbers	7	45	Boxing gloves	32	21
Water closet	73	23	Braces, bit	11	20
Wooden	75	1	Carriage top	70	26
Bow sockets, carriage	70	24	Extension	37	7
Bows, ox	76	55	Iron	37	7
Wagon	72	26	Top for children's carriages	72	12
Box lids, journal	38	50	Brackets, telegraph and telephone	64	37
Lumber	11	18	Wooden	75	3
Material	11	18	Braid, straw	63	20
Straps	37	6	Brake, beams	37	9
Stuff	11	18	Rod or shafts	37	10
Boxes, N. O. S., wooden	11	16	Shoes	37	11
Annealing	10	50	Brakes and fixtures, car	37	10
Axle	71	32	Air or steam	45	20
Grease	10	51	Vehicle, C. L.	72	26

Index—Continued.

	Page	Item
Brakes, vehicle, L. C. L.	11	28
Bran	11	21
C. L.	11	22
Dusters	45	21
Brass articles	11	24
Ingots	11	25
Scrap	11	28
Vessels	11	30
Bread	11	33
Liquid	11	35
Meal	11	36
St. John's.	61	66
Brewers refuse	11	37
Bric-a-brac	11	38
Brick, bath	11	39
Cinder	11	41
Common	11	44
Composition	11	43
Fire	11	44
Enameled	11	47
Hods	35	7
Hollow	11	48
Molds	49	38
Paving	11	52
Pressed	11	52
Stove lining	11	49
Bridge builders' outfit	11	53
Bridge iron	37	12
Material	11	54
Material, iron	37	12
Bridges, hose	24	61
Brimstone	11	55
Bristles	11	58
Britannia metal	11	59
Ware	11	60
Broadcast seeders	2	17
Sowers	2	17
Bromide	11	61
Bromide	11	62
Bronze, liquid	11	64
Powders	18	72
Ware	11	66
Broom corn	11	71
Balers	11	70
Holders	12	1
Waste	11	75
Brooms	11	67
Brush blocks	9	33
Brushes	12	3
Carbon	14	14
Buckboards	69	17
Buckets	12	5
Elevator	12	6
Galvanized	12	8
Coal dumping	18	9
Paper	53	1
Wooden or fibre	12	11
Buckles	12	12
Turn	12	13
Buckwheat	12	14
Flour	25	17
Buffalo robes	34	40
Buffing compounds	12	15
Buggies	69	13
Lumber	68	20
Buggy bodies	69	17
Buhr blocks	9	34
Built up woods	72	39
Bulbs	12	16
Glass, electric light	31	51
Bulls	44	19
Bull wheels	3	44
with oil well supplies	51	27
Bumpers, iron	3	13
Bundle carriers	3	38
Bungs	75	7
Buoys	37	14
Bureau glass frames	27	39

	Page	Item
Bureaus.....	27	37
Burial cases and trimmings.....	12	17
Burlap cloth.....	12	23
Webbing.....	73	53
Burners, gas.....	12	24
Burning fluid.....	51	15
Bustles.....	12	26
Butchers' blocks.....	9	35
Butter, C. L.....	12	29
C. L.....	12	28
Boxes, wooden.....	10	54
Carriers.....	75	8
Color.....	18	40
Crocks.....	31	8
Crocks, returned.....	15	6
Dishes, paper.....	52	45
Display cases.....	16	12
Firkins, returned.....	15	8
Jars, returned.....	15	6
Ladies.....	75	9
Molds.....	75	11
Olive.....	12	28
Plates, paper.....	52	45
Plates, wooden.....	75	13
Packers.....	75	12
Refrigerators.....	16	12
Stands, returned.....	15	7
Tubs.....	75	15
Tubs, returned.....	15	8
Workers.....	75	17
Butterine.....	12	28
Buttons.....	12	33
Button blanks.....	12	34
Hooks.....	35	28
Butts, iron, plain.....	37	16
Jute.....	41	40
C		
Cabbage.....	67	59
Cabinets.....	60	2
Bamboo.....	27	40
Bath.....	12	36
Cracker.....	12	39
Coffee.....	12	37
Chewing gum.....	13	2
Dental.....	12	41
Drug.....	12	42
Filing.....	12	43
Fishing tackle.....	12	45
Fruit.....	12	46
Glove.....	12	47
Hardware.....	13	8
Hat.....	12	48
Kitchen, L. C. L.....	27	42
Music.....	29	30
Oil.....	12	49
Pie.....	12	52
Parlor.....	27	44
Phonograph.....	12	51
Pneumatic, iron.....	12	54
Printers.....	12	55
Ribbon.....	13	4
R. R. ticket.....	12	56
Seed.....	16	16
Sewing machine.....	13	6
Shoe.....	12	57
Sportsman.....	13	7
Spice.....	12	58
Surgical instrument.....	13	3
Thread.....	12	59
Tobacco.....	13	9
Typewriter.....	13	1
Cable chain, iron.....	37	32
Aluminum.....	5	22
Manila.....	57	6
Telephone.....	61	3

Index—Continued.

	Page	Item		Page	Item
Cable, telegraph.....	64	39	Car, journal bearings.....	38	51
Cabs, locomotive.....	44	36	Journal boxes and covers.....	38	50
Cages, bird.....	13	13	Journal dust guards.....	21	46
For mining hoists.....	13	15	Pushers.....	16	3
Caissons, ammunition.....	13	37	Replacers, iron.....	16	5
Cakes.....	13	18	Seals.....	59	1
Linseed.....	13	17	Seats.....	27	45
Corn.....	19	40	Steps.....	37	21
Yeast.....	76	52	Springs, rubber.....	57	76
Calcimine.....	13	20	Springs, steel.....	40	28
Calcium, chloride of.....	13	21	Stake pockets.....	40	32
Phosphate of.....	13	22	Trucks.....	66	33
Solution.....	13	23	Trucks, electric motor.....	66	35
Calenders.....	13	19	Wheels.....	37	22
Caldron kettles.....	41	48	Carbon.....	14	5
Calf weaners.....	13	24	Bi-sulphide of.....	14	7
Calves.....	44	20	Black.....	14	11
Cameras.....	54	5	Crushed.....	14	10
Camphene.....	51	15	Brushes.....	14	14
Camphor flowers.....	13	25	Electric light.....	14	15
Gum.....	33	11	Carboy frames, returned.....	15	2
Camphorine.....	13	26	Tilting frames.....	57	18
Canaille roots.....	57	45	Carboys.....	14	16
Canary seed.....	59	7	Returned.....	14	19
Candles.....	13	27	Carburetors.....	14	22
Candy.....	18	54	Cardboard.....	14	23
Cane fishing poles.....	58	2	Card clothing.....	14	24
Mills.....	46	25	Cards, N. O. S.....	14	25
Sugar.....	63	40	Cattle or horse.....	14	26
Canes.....	13	28	Cotton or wool.....	14	27
Canned goods.....	13	35	Playing.....	14	28
Cannon.....	13	37	Show or advertising.....	14	29
Canopy supports, carriage.....	70	26	Carpet beaters.....	14	33
Can jackets.....	13	30	Binding, metallic.....	14	36
Openers.....	13	33	Carpet chain.....	14	37
Stock, tin.....	13	36	Paper.....	53	9
Tops.....	13	34	Sampl. s.....	14	42
Cans.....	13	39	Stretchers.....	63	22
Ash.....	13	39	Sweepers.....	14	43
Cartridge.....	13	41	Mill sweepings.....	14	38
Cracker, returned.....	15	17	Carpets and carpeting.....	14	30
Fruit.....	13	43	Wooden.....	14	32
Galvanized iron.....	13	47	Carpeting jute or hemp.....	14	31
Iron.....	13	48	Carriage bodies.....	70	18
Jacketed, returned.....	15	10	Top braces.....	70	26
Lard, returned.....	15	27	Wood.....	72	19
Leatheroid.....	13	49	Carriages, L. C. L.....	69	18
Milk and cream, returned.....	15	33	C. L.....	68	4
Mineral water returned.....	15	34	Children's C. L.....	71	54
Milk.....	13	54	Children's L. C. L.....	71	55
Oil, glass.....	13	50	Dolls' C. L.....	71	54
Oil, iron.....	13	47	Dolls' L. C. L.....	72	4
Paper.....	52	46	Hose.....	24	31
Ice.....	49	39	Parts of.....	70	9
Returned, C. L.....	13	46	Carriers, returned.....	14	49
Returned, L. C. L.....	15	9	N. O. S.....	14	44
Tin, N. O. S.....	13	44	Bags or sacks, N. O. S.....	15	1
Canteens.....	13	29	Bottle.....	14	45
Cant hooks.....	35	25	Bundle.....	14	48
Canvas.....	13	55	Butter.....	75	8
Capers.....	54	11	Egg.....	14	46
Caps.....	34	9	Egg, returned.....	15	19
Bottle.....	10	39	Hay.....	2	28
Chimney.....	16	54	Lead, returned.....	15	44
Fur.....	34	11	Meat, returned.....	15	32
Hay.....	34	17	Package.....	14	48
Iron, for poles and shafts.....	70	45	Refrigerator.....	15	22
Percussion.....	13	59	Returned.....	14	49
Window.....	16	54	Spool.....	15	2
Capstans.....	14	2	Stove.....	62	59
Capstan bars.....	14	3	Carrots.....	67	59
Capsules.....	14	4	Cars.....	15	49
Car axles.....	36	47	Baggage.....	15	50
Brakes and fixtures.....	37	9	Box.....	15	52
Couplers.....	37	19	Brick.....	15	54
Bolster bearings.....	37	17	Caboose.....	15	51
Bolster caps.....	37	18	Cane.....	15	54
Heaters.....	34	26	Chair.....	15	55

Index—Continued.

	Page	Item		Page	Item
Cars, coal.....	15	52	Casing sausage.....	16	21
Dining.....	15	55	Casks.....	7	7
Dump.....	15	57	Iron.....	37	59
Elevator.....	46	41	Cassia.....	16	22
Electric.....	15	63	Castor bean pomace.....	16	29
Express.....	15	50	Casters or caster wheels.....	27	48
Fish, returned.....	15	20	C. L.....	26	29
Flat.....	15	52	Castings, aluminum.....	5	23
Hand.....	15	54	Brass.....	16	24
Inspection.....	15	58	Bronze.....	16	26
Logging.....	15	59	Beer table.....	16	23
Mail.....	15	50	For range boiler stands.....	10	10
Mining.....	15	54	Furnace.....	16	27
Narrow guage.....	15	59	Grate.....	62	51
Parlor.....	15	55	Iron or steel.....	37	23
Passenger.....	15	56	Iron Agl. Impls.....	3	45
Push.....	15	54	School desk.....	29	42
Sleeping.....	15	55	School desk, C. L.....	27	5
Standard guage.....	15	60	Sewing machine.....	46	2
Stock.....	15	51	Sheave or pulley.....	36	42
Street.....	15	63	Stove.....	62	51
Tank.....	15	65	Test weight.....	40	51
Warehouse.....	73	7	Catstail.....	16	30
and motors combined.....	16	1	Catsup.....	16	31
Cartridge belts.....	8	44	Cattle dehorners.....	16	35
Shells.....	59	41	Cattle guards, iron.....	37	28
Cartridges, blank.....	5	39	Guards, clay.....	37	28 1/2
Fuel or stove.....	26	11	Stanchions.....	61	79
Carts.....	68	19	Cauliflower.....	67	59
Barrel.....	1	22	Pickled.....	16	36
Children's, C. L.....	71	54	Caviar.....	13	35
Children's, L. C. L.....	72	14	Celling.....	16	37
Dump.....	68	19	Iron.....	37	29
Hand.....	68	19	Celery.....	67	59
Hose.....	24	32	Celluloid goods.....	16	40
Mining.....	68	19	Cellulose.....	16	42
Peddlers.....	68	22	Cement.....	16	43
Road.....	69	20	Articles for building purposes.....	16	54
Cases, blacking.....	16	6	Asbestos.....	16	47
Bolt and screw, metallic.....	16	13	Boiler covering.....	16	48
Book.....	27	32	Building.....	16	49
Bottle.....	15	5	Fruit can.....	16	50
Burial.....	12	22	Gas fitters.....	16	51
Cheese and refrigerators.....	16	12	Liquid.....	16	45
Chewing gum.....	13	2	and lime mixed, C. L.....	16	52
Cases, cracker.....	12	39	Paving.....	16	53
Display, cracker.....	13	11	Stove and furnace.....	63	12
Display, butter and cheese.....	16	12	Center plates, car.....	37	31
Dressing.....	28	49	Centers, neckyoke.....	70	48
Egg.....	14	46	Cereals and cereal products.....	16	56
Egg, returned.....	15	19	Cereal products, N. O. S.....	16	55
Filing.....	12	43	Chaff rice.....	57	10
Fishing.....	12	45	Chain, belting.....	37	35
Glass, peddlers.....	70	44	Cable.....	37	32
Hat.....	12	48	Hemp or woolen.....	16	57
Jewelry.....	10	55	Iron.....	37	32
Mailing liquid.....	16	8	Harness.....	33	69
Map.....	16	7	Chair bases, iron, L. C. L.....	28	15
Physicians' medicine.....	13	3	Stock, L. C. L.....	28	25
Metallic.....	16	13	Seat frames, L. C. L.....	28	24
Mug.....	16	9	Frames, C. L.....	26	37
Oil, returned.....	15	36	Frames, iron, L. C. L.....	23	16
Piano and organ.....	49	63	Iron, L. C. L.....	28	15
Printers.....	16	15	Seats, L. C. L.....	28	20
R'y folder.....	12	56	Seats, C. L.....	26	34
Ribbon.....	13	5	Seats, cane, L. C. L.....	28	21
Screw or bolt.....	16	14	Seats, perforated, C. L.....	26	36
Seed.....	16	16	Seats, perforated, L. C. L.....	28	23
Shot metallic.....	16	13	Stock, C. L.....	26	38
Shot, N. O. S.....	16	17	Chairs, L. C. L.....	27	50
Show.....	60	2	C. L.....	26	30
Ticket.....	12	56	and step ladder.....	28	5
Type.....	67	20	Barber.....	27	53
Typewriter.....	13	1	Camp and theatre.....	26	32
Cash boxes.....	16	18	Camp and theatre, L. C. L.....	28	3
Drawers and railways.....	16	19	Cane seat.....	28	3
Railways.....	14	48	Iron, R. R.....	37	36
Registers.....	16	20	Dental.....	27	53

Index—Continued.

	Page	Item
Chairs, iron parts of.....	28	7
Leather seat.....	28	9
N. O. S., C. L.....	28	30
Office.....	28	10
Rattan or willow.....	27	52
Reclining.....	27	53
Rocking.....	28	12
Rocking, common.....	28	11
Splint and wood seat.....	28	3
Surgical.....	27	53
Wooden frame.....	28	18
Veneer or wood seat.....	28	13
Chalk.....	18	58
Crude, C. L.....	17	3
French.....	17	2
Chamois skins.....	60	46
Chandeliers, glass.....	17	4
Metal.....	17	5
Charcoal.....	17	6
Charging barrows.....	7	43
Charts.....	17	9
Chases, printers.....	56	28
Check rower, wire.....	3	40
Rowers.....	3	39
Cheese, C. L.....	17	12
Cheese.....	17	10
Boxes.....	17	14
Box stuff.....	17	13
Color.....	18	40
Display cases and refrigerators.....	18	12
Presses.....	56	6
Vats.....	17	15
Chemical apparatus, N. O. S.....	17	19
Chests, bolting.....	17	20
Cedar.....	27	49
Hall.....	29	10
Tool.....	65	56
Chewing gum.....	33	12
Chicken coops.....	18	69
Food.....	25	39
Chicory.....	17	21
Chiffoniers.....	28	27
and folding beds combined.....	28	28
Children's carriages.....	71	54
Vehicles and parts of.....	71	50
Chili sauce.....	54	11
Chimney caps, iron.....	17	22
Cleaners.....	42	14
Tops, earthenware.....	22	3
Chimneys, cement.....	16	54
Earthenware.....	22	3
Lamp.....	31	9
China ware.....	17	23
Chips, brewers'.....	59	34
Meerschautm.....	17	28
Poker.....	17	27
Quassia.....	17	29
Saratoga.....	17	26
Vinegar.....	59	36
Chocolate.....	17	30
Choppers, meat.....	48	22
Christmas trees.....	66	12
Chrome ore.....	51	40
Chromos.....	17	32
Church furniture, C. L.....	26	41
L. C. L.....	28	33
Churns.....	75	21
Chutes, coal.....	18	7
Mail.....	17	35
Oat cleaning.....	17	34
Cider.....	17	36
and apples mixed.....	17	39
Syrup.....	17	37
Cigarettes.....	17	40
Cigar box lumber.....	45	10
Cases.....	17	42
Clippings.....	65	49
Cutters.....	17	43

	Page	Item
Cigar lighters.....	17	44
Makers' boards.....	9	54
Moulds.....	49	41
Shapers.....	17	46
Cigars.....	17	40
Cinders.....	17	47
Mill.....	17	48
Buggies.....	17	49
Circular saws.....	58	45
Saw frames.....	25	61
Cisterns, slate.....	17	50
Wooden.....	75	25
Citrons.....	17	51
Peel.....	17	53
Clam broth and juice.....	13	35
Shells.....	59	48
Shells ground.....	59	49
Clamps.....	37	37
Clasps, flexible iron.....	37	38
Claviers.....	50	14
Clay.....	17	54
Fire.....	17	55
with brick.....	17	56
Cleaning material for fire arms.....	33	21
Clevises.....	37	39
Clippers, hair.....	17	58
Clippings, fur.....	34	50
Clips, axle.....	70	12
Letter file.....	17	59
Clocks and weights.....	17	60
Closets.....	17	64
China.....	28	31
Ching and sideboards.....	28	32
Clothes drying.....	21	35
Earth.....	17	64
Laundry drying.....	21	35
Water.....	78	23
Cloth, asbestos.....	6	10
Brattice.....	17	66
Emery.....	17	67
Filtering.....	17	68
Hair.....	17	69
Rubber.....	17	70
Shade.....	59	27
Wire.....	17	71
Clothes Racks.....	75	30
Reels.....	75	31
Lifters.....	17	72
Line props.....	17	74
Line, wire.....	17	73
Clothes pins.....	75	28
Clothing.....	17	76
Oiled.....	17	77
Clover hullers.....	1	29
Seed.....	59	10
Cloves.....	18	2
Clutches, pulley.....	56	40
Coal.....	18	3
Chute irons.....	18	8
Chutes.....	18	7
Dumping buckets.....	18	9
Hods.....	62	57
Hods with stoveboards, etc.....	62	57
Saving compounds.....	18	12
Scuttles.....	58	85
Vases.....	18	14
Washers.....	45	36
Coaline.....	18	11
Cobalt oxide.....	18	15
Cob mills.....	46	27
Cobs, corn.....	19	41
Cochineal.....	18	16
Coco Cola syrup.....	63	54
Cocks, iron.....	37	40
N. O. S.....	18	17
Cocoa.....	18	18
Beans.....	8	20
Butter.....	18	19

Index—Continued.

	Page	Item		Page	Item
Cocoa, fibre.....	24	10	Cord bed.....	19	23
Shells.....	59	43	Core compound, liquid.....	18	45
Cocoanut, concentrated or desic- cated.....	18	22	Cores, iron.....	37	42
Husks.....	18	24	Returned.....	15	2
Cocoanuts.....	18	21	Cores, armature, returned.....	15	2
Coffee.....	18	26	Corks.....	19	34
Cabinets.....	12	37	Fasteners, tin.....	19	27
Condensed.....	18	28	Granulated or ground.....	19	24
Essence or extract.....	18	30	Pullers.....	19	30
Green.....	18	26	Shavings.....	19	32
Ground or roasted.....	14	27	Split.....	19	26
Mills.....	46	28	Waste.....	19	25
Substitutes.....	18	32	Seine.....	19	31
Coffin boxes.....	12	18	Corn cobs.....	19	41
Stock.....	12	20	Corn drills.....	2	13
Trimmings.....	12	21	Germ feed.....	11	37
Braces.....	12	19	Green.....	67	59
Cogs, wooden.....	75	33	Harvesters.....	2	1
Coils, iron pipe.....	39	27	Harvester and shocker com- bined.....	2	2
Field dynamos.....	18	34	Hooks.....	4	32
Transformer.....	18	35	Huskers.....	1	30
Steam and fixtures.....	18	33	Knives.....	4	32
Coke.....	18	36	Meal.....	16	55
Tar.....	64	23	Planters.....	2	4
Petroleum.....	18	38	Planters, hand.....	4	30
Dust.....	18	39	Pop.....	19	36
Collars, horse.....	34	5	Popped.....	19	39
Paper.....	52	48	Poppers.....	19	45
Color, butter and cheese.....	18	40	Shellers.....	2	7
Colts.....	44	21	Shellers and cleaner, hand.....	2	6
Columns, iron.....	37	41	Stalk pith.....	19	46
Common wood.....	76	7	Corner irons.....	37	43
Combs, curry.....	18	43	Cornice moldings, iron.....	37	46
N. O. S.....	18	42	Ornaments.....	37	47
Comforts.....	18	44	Cornices, metal.....	37	44
Commodore.....	28	35	Window.....	75	34
Compound, welding.....	18	46	Window curtain.....	74	22
Core liquid.....	18	45	Wooden.....	75	34
Compounds, polishing.....	55	6	Corset steels.....	19	47½
Compresses, cotton and gin'g ma- chinery.....	45	23	Corsets.....	19	47
Compressors.....	45	19	Corundum.....	19	49
Computing machines.....	45	35	Cosmoline.....	19	51
Condensers, steam.....	18	48	Cot frame material, C. L.....	26	43
Condition powders.....	55	55	Frames, L. C. L.....	29	20
Conduits.....	18	49	Cots, C. L.....	26	42
Wooden.....	18	53	L. C. L.....	28	36
Cones, pasteboard or paper.....	52	49	Cotters.....	40	30
Confectionary.....	18	54	Cotton.....	19	52
Contractor's outfit.....	18	60	Bale ties.....	37	50
Controllers.....	18	61	Belting.....	19	53
Converters.....	18	62	Batting.....	19	54
Conveyor flights.....	18	63	Binding.....	19	56
Conveyors.....	18	64	Ginning machinery.....	45	23
Grain and dump.....	18	65	Gins.....	45	23
Cookers, feed.....	18	66	Linters.....	19	57
Steam, corn.....	19	43	Pads.....	19	59
Coolers, beer.....	8	32	Picking machines.....	2	8
Meat.....	48	21	Planters.....	2	9
Tuyere.....	67	12	Presses.....	56	11
Water.....	73	38	Seed.....	59	11
Cooperage.....	18	67	Seed ashes.....	6	14
Coopers' flags.....	25	1	Seed hulls.....	19	60
Coops, chicken.....	18	69	Seed meal.....	19	62
Returned.....	15	15	Seed oil.....	50	67
Copper articles.....	18	70	Seed pulp.....	19	60
Bars.....	19	2	Seed stalks.....	19	63
Cakes.....	19	2	Spool.....	19	66
Matte.....	19	3	Waste.....	19	64
N. O. S.....	19	1	Couches.....	29	17
Oxide of.....	19	5	Coulter plates.....	4	3
Scrap.....	19	10	Coulters, rolling.....	4	3
Vessels.....	19	12	Counter tops, slate.....	60	50
Coppers.....	19	17	Counters.....	75	36
Coppering pad bath.....	19	19	Display, grocery.....	13	11
Copy press stands.....	19	20	Counters, leather.....	42	0
Cordage.....	19	22	Coupling pins.....	18	0
			Poles.....	71	0

	Page	Item
Couplings, axle.....	70	12
Rubber.....	57	69
Covers, barrel, wooden.....	74	70
Barrel, glass and wood.....	6	73
Basket.....	8	1
Glass.....	6	73
Journal box.....	38	50
Tin.....	65	12
Typewriter.....	67	27
Wooden, N. O. S.....	75	37
Cow peas.....	53	42
Cow and calf.....	44	22
Crackers.....	19	69
Cracker meal.....	19	68
Cracklings.....	19	70
Cradles, grain.....	5	7
Cranberries.....	19	71
Cranes.....	20	2
Mail.....	20	1
Wrecking.....	19	74
Crates, Banana.....	20	7
Crockery.....	20	5
Patent crockery.....	20	9
Fruit.....	20	3
Fruit returned.....	15	21
N. O. S.....	20	7
Returned.....	15	18
Wooden, N. O. S.....	20	7
Crayons, school.....	16	58
Cremators.....	20	12
Cream coolers.....	20	10
Creamery jars.....	31	10
Cream tarter.....	20	11
Cresote.....	20	13
Cresting, iron.....	37	52
Cribs, C. L.....	28	44
Cribs or cradles, L. C. L.....	28	37
Crimps, boot.....	10	26
Crockery.....	20	14
Crocks, butter, returned.....	15	6
Butter.....	31	8
Milk.....	32	8
Cromos.....	17	32
Croquet sets.....	20	22
Cross arms, iron.....	64	41
Wooden.....	64	40
Crow bars.....	37	56
Crucibles.....	20	23
Crushers, ore.....	45	28
Rock.....	45	28
Crutches.....	20	25
Cryolite.....	20	26
Crystal hardening.....	20	28
Crystals, tin.....	65	13
Cucumbers.....	67	59
Pickled.....	54	11
Cues, billiard.....	8	58
Cultivator teeth.....	4	25
Cultivators.....	2	11
Hand.....	4	31
Cupboards, C. L.....	26	45
Cupboards, L. C. L.....	28	43
Cupola furnaces.....	26	15
Curling, stone.....	62	35
Slate.....	60	51
Curbs, pump.....	56	55
Curling irons.....	20	29
Stones.....	62	38
Currrants.....	20	30
Curry combs.....	18	43
Curtain cornices.....	74	22
Exhibitors.....	20	38
Rods and poles.....	20	34
Rollers and slats.....	20	39
Stretchers.....	63	25
Curtains, Bamboo.....	20	42
Window.....	20	33

	Page	Item
Cushions.....	20	44
Vehicle.....	20	43
Cuspidors.....	20	45
Cutch.....	20	49
Cut glass ware.....	31	49
Cutlery.....	20	50
Cutter bars.....	3	51
Cutters, band.....	3	35
Cigars.....	17	43
Enslage.....	15	5
Cutters, band.....	5	5
Feed.....	5	5
Kraut.....	20	55
Meat.....	48	22
Paper.....	20	52
Sod.....	61	7
Stalk.....	3	23
Tobacco plant.....	20	54
Cuttings, grape.....	32	54
Willow.....	74	18
Cuttlefish bone.....	20	56
Cylinders, brass.....	56	56
Dental.....	20	58
Gas, railway car supply.....	20	59
Locomotive castings.....	44	38
Pump, brass.....	56	56
Pump, iron.....	56	51

D

Dairy spades.....	75	39
Dashboards, leather.....	70	28
Dates.....	20	61
Decoys, wooden.....	20	63
Deer, horns and heads.....	20	64
Skins.....	34	37
Demijohns.....	31	11
Densoline.....	20	65
Dental goods.....	20	68
Instruments.....	20	68
Derricks.....	20	68
Desk castings.....	29	42
Desks, C. L.....	26	46
L. C. L.....	28	44
and book cases combined.....	27	34
School, L. C. L.....	29	39
C. L.....	27	3
Dextrine.....	20	71
Diaphragms, rubber.....	20	73
Dies.....	20	74
Diggers, posthole.....	20	76
Potato.....	3	12
Tree.....	3	28
Disks, button.....	21	8
Disks, harrow.....	4	3
Sharpeners.....	2	49
Tin.....	65	16
Dish washing machines.....	45	37
S. U.....	45	41
Dishes, butter, paper.....	52	45
Wooden.....	75	13
Disinfectants, dry.....	21	1
Fluid.....	21	4
Display cases, butter and cheese and refrigerators.....	16	12
Cracker and cookie.....	13	11
Figures.....	36	16
Forms, wire.....	21	22
Racks.....	56	69
Document boxes.....	10	61
Files.....	43	19
Dog kennels.....	21	9
Skins, green.....	34	48
Dogs, mill wood.....	75	67
Mill.....	38	67
Dolomite.....	21	13

Index—Continued.

	Page	Item		Page	Item
Dolls.....	21	11			
Carriages, L. C. L.....	72	11	Earth, fullers.....	22	1
C. L.....	71	54	Infusorial.....	22	2
Door checks.....	21	17	Earthenware.....	20	14
Frames, common wood.....	25	58	Figures.....	22	4
Frames, iron.....	38	18	Easels, bamboo.....	28	51
Hanger rail.....	33	57	N. O. S.....	28	52
Hangers.....	33	55	Eave troughs, iron.....	22	5
Knobs.....	41	63	Wooden.....	22	6
Door mats, wire or steel.....	47	35	Eggs, Albumen.....	22	8
Rails, barn.....	33	56	Beaters.....	22	9
Screen frames.....	26	1	Box stuff.....	11	18
Stops.....	21	18	Cases.....	14	46
Doors, glazed, N. O. S.....	21	14	Cases returned.....	15	19
Glaz'd, not common glass.....	58	31	Case fillings.....	14	47
Safe, iron.....	39	72	Compound.....	22	10
Storm.....	21	15	Plant.....	67	59
Wooden.....	21	16	Preserving liquid.....	22	12
Doubletrees, C. L.....	72	27	Preserving powder.....	22	13
with implements.....	4	5	Yorks.....	22	15
with wagon material.....	70	29	Eggs.....	22	16
Iron.....	70	34	with dairy products.....	12	28
Drain, tile.....	64	74	Desiccated.....	22	19
Draper sticks.....	3	41	Fish.....	22	21
Drawbars.....	37	57	Frozen.....	22	22
Drawer equalizers.....	21	19	Elastic composition, printers.....	56	29
Drawers, cash.....	16	19	Elbows, joints and t's.....	37	61
Drays.....	68	25	Iron.....	37	61
Dress forms.....	21	20	Stovepipe.....	63	5
Stay steels.....	19	47 1/2	Election booths.....	10	28
Dressing, leather.....	9	13	Electrical appliances, machinery		
Shoe.....	9	15	and supplies.....	24	77
Driers, fruit.....	26	10	Electric light bulbs.....	31	51
Laundry.....	21	36	Hoods.....	22	24
Driers, paint.....	52	33	Lamps.....	42	7
Laundry, gas.....	21	36	Electrotype boxes.....	22	29
Drill rods, steel.....	21	27	Plates.....	22	30
Shoes.....	4	19	Electro dissolvent fluid.....	22	26
Drills.....	21	24	Elevator buckets.....	12	6
Hand, N. O. S.....	21	28	Elevators.....	46	41
Corn.....	2	13	Wagon, dump.....	18	65
Field roller.....	2	16	Embalming fluid.....	22	31
Seed.....	2	17	Emery.....	22	35
Hand and sowers.....	5	1	Cloth.....	17	67
Drivers, spoke.....	61	47	Paper.....	53	11
Drop, black.....	21	30	Wheels.....	22	37
Drug cabinets.....	12	42	Emigrants' movables.....	35	65
Mills.....	46	29	Enamel ware.....	22	40
Drugs.....	21	31	Enamel.....	22	38
N. O. S.....	21	32	End gates, wagon box.....	71	15
Drum shells.....	49	54	Ends, crop iron.....	37	54
Drums.....	49	53	Engines, boilers.....	22	42
Acid, returned.....	14	53	with agricultural implements.....	1	29
Ammonia, returned.....	14	53	and hoisting drums.....	22	46
Iron and steel.....	37	59	Farm, portable.....	22	48
Returned.....	15	26	Fire.....	24	37
Soda water.....	61	23	Gas and gasoline.....	23	45
Troy.....	21	33	Oil burning.....	22	47
Wooden.....	7	36	Portable.....	22	48
Dry goods.....	21	37	Stationary.....	22	50
Dry plates, photo.....	54	6	Traction.....	22	51
Ducks, decoy.....	20	63	Engravings.....	22	53
Dumb bells, iron.....	37	60	Engraving boards.....	22	56
Wooden.....	75	42	Ensilage.....	22	57
Dummies.....	36	16	Ensilage cutters.....	5	5
Dump, wagon, portable.....	18	65	Envelopes.....	22	58
Dust arresters.....	21	43	Epsom salts.....	58	22
Dust collectors.....	21	44	Equalizers.....	4	5
Dust guards, car journal.....	21	46	Drawer.....	21	19
Marble.....	47	19	Erasers, blackboard.....	9	2
Moulders.....	49	35	Evaporators.....	22	59
Pans.....	21	47	Sugar.....	22	63
Dusters, feather.....	23	46	Evergreen decorations.....	22	66
Dye stuffs.....	21	48	Excavators, railroad.....	23	1
Woods.....	21	49	Excelsior.....	23	6
Aniline.....	21	51	Exhaust pipe heads.....	23	7
Dynamos.....	21	53	Explosives.....	23	9

	Page	Item		Page	Item
Extinguishers, fire.....	24	54	Fibre, pine.....	24	14
Extinguishing fluid, fire.....	24	58	Vulcanized.....	24	15
Extracts, N. O. S.....	23	27	Ware.....	24	17
Extract bark, N. O. S.....	23	10	Wood.....	24	16
Extracts, liquid, N. O. S.....	23	28	Fibreoid.....	24	18
Extract beef.....	23	13	Fifth wheels.....	38	7
Extract tanning.....	23	26	Figs.....	24	19
Extractors, honey.....	23	32	Figures, enameled.....	24	62
Grease.....	23	31	Display.....	36	16
Eye glasses.....	51	29	Wax.....	73	48
			Wooden.....	36	16
			Files.....	24	21
F			Letter.....	43	19
Facings, foundry.....	23	33	Filing cases.....	12	43
Plumbago.....	23	34	Fillers, egg case.....	14	47
Fanning mills.....	5	3	Filter, plate, Tripoli.....	66	25
Fans.....	23	38	Plates, press.....	24	22
Electric.....	23	36	Filtermass or board.....	9	57
Exhaust.....	23	37	Filters.....	24	23
Water motor.....	23	40	Findings, shoe.....	24	25
Far boxes, street car.....	16	18	Shoe, N.O.S.....	59	66
Registers.....	16	20	Fir pillows.....	24	26
Fasteners, cork.....	65	11	Fire alarm boxes.....	24	50
Machinery.....	46	43	Apparatus.....	24	30
Tin straps.....	65	27	Arms.....	24	27
Wire.....	19	28	Brick.....	11	44
Fastenings, bed rail.....	8	8	Clay.....	17	55
Faucets, brass.....	23	41	Clay with brick.....	17	56
Iron.....	23	42	Crackers.....	24	29
Wooden.....	23	43	Engines.....	24	37
Feather beds.....	23	45	Escapes.....	24	51
Dusters.....	23	46	Extinguishers.....	24	54
Pillows.....	23	45	Extinguishing fluid.....	24	58
Trimnings.....	23	47	Kindlers.....	24	63
Feathers.....	23	48	Pails, chemical.....	24	47
for milliners.....	48	60	Place lining.....	38	10
Feed.....	23	51	Plugs.....	38	12
Boxes, iron.....	10	65	Proofing.....	24	65
Chopped.....	23	51	Sets.....	63	16
Cookers.....	18	66	Works.....	24	64
Cutters.....	5	5	Firkins.....	75	43
Steamers.....	22	62	Butter, returned.....	15	8
with evaporators.....	22	62	Fish, desiccated.....	24	66
Feeders, self.....	3	35	Dried or salted.....	24	70
Feldspar.....	23	56	Canned.....	13	35
Felloes, gearing.....	72	28	Fresh.....	24	67
Mixed C. L.....	72	21	Globes.....	5	66
Rough sawed.....	72	22	Plates.....	38	13
Felt, N. O. S.....	23	57	Pickled.....	24	69
Clippings.....	23	61	Smoked.....	24	68
Hair.....	23	59	Fishing poles.....	24	73
Roofing.....	23	60	Rods.....	24	75
Felting, boiler.....	23	58	Tackle.....	24	76
Fence machines.....	45	42	Fittings, brass.....	11	27
Posts, iron.....	38	1	Pipe.....	54	40
Steel picket.....	38	2	Fixtures, curtain.....	20	33
Wood.....	55	16	Gas.....	24	78
Wire.....	23	64	Grindstone.....	33	2
and wood.....	23	72	Electrical.....	24	77
Fencing, expansive.....	38	6	Lightning rod.....	43	30
Iron.....	38	3	Soda fountain.....	25	57
Railing.....	38	5	Telegraph instruments.....	64	42
Wire.....	23	69	Telephone instruments.....	64	42
Wooden.....	23	70	Flagging, stone.....	62	35
Fenders, iron.....	23	73	Flag sticks.....	25	4
Pickup.....	23	74	Flags.....	25	2
Fenugreek seed.....	59	14	Coopers'.....	25	1
Meal.....	25	37	Flakes, breakfast.....	16	55
Ferro Manganese.....	24	1	Flanges, wheel.....	38	14
Silicon.....	24	3	Flasks, foundry.....	25	54
Ferrules.....	24	4	Iron.....	38	15
Fertilizer spreaders.....	2	44	powder.....	55	66
Fertilizers.....	24	5	Flax.....	25	5
Fibre, bamboo.....	24	8	Moss.....	25	7
Bass.....	24	9	Seed.....	59	11
Cocoa.....	24	10	Flax, straw.....	25	7
Grass.....	24	12	Fleshings.....	25	9
Palm.....	24	13	Flexible clasps, iron.....	37	38
			Flights, conveyor.....	18	63

Index—Continued.

	Page	Item		Page	Item
Flint	25	10	Frames, cot.....	29	20
Paper.....	53	11	Door, com'n wood.....	25	58
Floats, seine.....	25	11	Grindstone.....	33	3
Floral designs.....	25	13	Harrow.....	2	25
Floor lights.....	31	15	Honeycomb.....	25	63
Flooring, fancy.....	75	45	Lantern.....	42	21
Wood with house trimmings.....	73	2	Lounge.....	29	20
Floors, bowling alley.....	10	48	Mirror.....	25	66
Flour.....	25	14	Packing.....	25	64
and feed bins.....	25	25	Parlor.....	29	34
Huckwheat.....	25	17	Paper.....	25	64
Mill machinery.....	45	44	Paper, returned.....	15	2
Pancake.....	18	55	Picture.....	25	66
Potato.....	25	22	Plush.....	25	68
Rice.....	16	55	Road cart body.....	70	47
Sago.....	16	55	Sash.....	25	58
Self-rising.....	16	55	Screen, common wood.....	25	2
Self-rising in paper.....	25	25	Sewing machine.....	25	69
Sifters.....	25	25	Show case.....	60	40
Tapioca.....	16	55	Skylight.....	60	48
Wood.....	74	54	Soap.....	25	70
Flower pots.....	55	28	Valise.....	25	72
Seeds.....	59	2	Window and door iron.....	38	18
Stands.....	61	83	Window, common wood.....	25	58
Flowers, artificial.....	25	27	Window and door screen.....	26	1
Flowers, dried.....	25	28	Freezers, ice cream.....	36	12
Flue pipes.....	22	3	Fringe, N. O. S.....	26	3
Scrapers.....	10	7	Frogs coopers.....	26	4
Linings.....	25	29	Frogs, R. R.....	38	19
Linings with fire brick.....	11	46	Fronts, galvanized iron.....	38	20
Flues, brass.....	25	30	Fruit.....	26	8
Boiler.....	37	2	Baskets.....	7	52
Copper.....	18	70	Baskets, paper.....	7	52
Earthen.....	25	32	Baskets, returned.....	15	21
Iron.....	25	33	Barrels.....	7	26
Fluid, washing.....	73	22	Boxes, returned.....	15	21
Electro disolvent.....	22	26	Canned.....	26	5
Fluor spar.....	25	34	Canned.....	13	35
Fluters.....	25	35	Chests, returned.....	13	21
Fluxal.....	25	36	Crates.....	20	3
Fly nets.....	42	2	Returned.....	15	21
Paper.....	53	13	Dried.....	26	6
Foil, brass or copper.....	18	73	Driers.....	26	10
Folls, fencers.....	23	71	Evaporators.....	22	61
Food, animal.....	25	39	Green.....	26	8
Beaters.....	25	47	Jars and tops.....	51	16
Bird.....	25	40	Jars and glassware.....	51	16
Dog.....	25	41	Jar rubber bands.....	57	70
Milk.....	25	43	Presses.....	56	12
Nerve.....	25	45	Syrup.....	63	56
Poultry.....	25	39	Fuel, cartridges.....	26	11
Prepared.....	25	46	Composition.....	26	12
Preservatives.....	55	64	Fullerine.....	26	13
Foot stools.....	28	54	Fuller's earth.....	22	1
Warmers.....	25	48	Furnace castings.....	16	27
Foots, oil and molasses.....	25	50	Parts.....	26	18
Forges.....	25	51	Pipe fittings.....	26	19
Forgings.....	38	16	Furnaces, cupola.....	26	15
Forks, barley.....	4	34	Furnaces, heating.....	26	16
Bicycle.....	8	54	Furniture, C. L.....	26	21
Hay.....	4	35	Bamboo, L. C. L.....	23	55
Hay, horse.....	2	30	Brass, L. C. L.....	23	56
Manure.....	4	35	Church, C. L.....	26	41
Fossil meal.....	25	52	Church, L. C. L.....	23	33
Specimens.....	25	53	Frames, L. C. L.....	29	7
Foundation, bee comb.....	8	27	Frames, C. L.....	26	50
Foundry facings.....	23	33	Iron.....	29	2
Foundry flasks.....	25	54	N. O. S., C. L.....	26	48
Fountains, iron.....	25	55	N. O. S., L. C. L.....	29	3
Soda.....	25	57	Office.....	26	49
Founts, lamps, and chimneys and glassware.....	32	3	School.....	27	6
Frames, awning.....	6	25	Second hand.....	33	63
Blnd.....	25	58	Stock, L. C. L.....	29	8
Buck saw.....	25	61	Stock, C. L.....	26	21
Carboy, tilting.....	57	18	Stain.....	61	69
Circular saw.....	25	61	Toy and hobby horses.....	35	52
Clothes wringer.....	76	36	Trimmings.....	30	36
			Vault, C. L.....	26	49

Index—Continued.

	Page	Item		Page	Item
Furniture, vault, L.C.L.	29	6	Glasses, beer	31	6
Fur waste or clippings	34	49	Looking	31	23
Furs	26	14	Tumblers	32	18
Hatters	34	15	Looking, framed	31	47
and skins	34	36	Glass house pots	55	31
Fuse	30	37	Glauber's salts	58	22
			Glazier's lead	43	38
			Points	57	14
G			Globes, arc light	31	51
Galls ox	30	39	Fish	5	66
Galvanized iron	38	21	Geographical	32	20
Gambler	30	42	Glass	32	2
Game	55	42	Lantern	32	1
Boards	30	43	Street lamp	32	2
Garlic	67	59	Gloves, boxing	32	21
Gas, carbonic acid	30	46	and mittens	32	22
Dental	30	47	Husking	32	23
Black	30	45	Glucose	32	24
Burners	12	24	Feed	32	25
Cylinders, R.R. car supply	20	59	Glue	32	27
Fixtures	24	78	Liquid	32	29
Generating machines	45	46	Pots	55	33
Generators	45	48	Stock	32	32
Liquid carbonic acid	1	3	Glycerine	32	34
Logs	45	3	Goat skins	34	51
Mantles	47	9	Goats	44	25
Meters	45	38	Goat sticks	32	37
Oxygen	30	48	Governors	32	41
Pipe	38	22	Government supplies	32	38
Regulators	57	2	Grader blades	32	46
Gasoline	51	14	Graders, outfit	18	60
Gates, combination	30	49	Road	32	42
Fence	30	49	Grain	32	47
and fencing	30	53	Baggers	4	8
Iron	30	50	Cleaning machines	45	49
Safety and attachments	30	54	Conveyors	18	65
Water	30	51	Dumps	18	66
Wire	30	49	Cradles	5	7
Wooden	30	55	Heading machines	2	18
Gauges, steam	30	56	Scoops	4	36
Track	30	57	Screenings	32	51
Water	30	58	Granite	47	12
Gears, vehicle	70	36	Iron ware	32	52
Geese, decoy	20	63	Granola	16	55
Gelatine	30	59	Grape cuttings	32	54
Generators, electric	30	61	Juice	41	31
Soda water	30	62	Pomace	32	55
Steam	30	64	Vines	32	54
Ginger	30	65	Graphite	32	56
Ale	30	66	Graphophones	32	58
Root	30	65	Grasses	32	60
Gins, cotton, parts of and ginning			Grass catchers	4	2
machinery	45	23	Sea or prairie	32	59
Ginseng	31	3	Grate bars	38	24
Glass	31	4	Grates	38	23
Bent	31	41	Grave vaults	67	55
Broken	31	17	Gravel	32	62
Broken, with junk	41	38	Bird	58	27
Chipped	31	19	and roofing outfits	57	32
Colored	31	38	Grease	32	63
Cut	31	49	Butter	12	28
Cylinder	31	41	Extractors	23	31
Decorated	31	22	Grenades, hand	24	56
Floor	31	15	Greenhouse material	56	78
Ground window	21	43	Griddles	32	71
Leaded cathedral	31	18	Grilles, wooden	75	48
Mirror plate	31	28	Grinders, mower knife	2	49
Pendants	32	10	Grindstone frames	33	3
Plate	31	33	Fixtures	33	2
Prism	32	11	Grindstones	32	73
Reflectors	32	13	and frames	33	3
Rough rolled or ribbed	31	38	Grits	16	55
Rough	31	40	Groceries, N.O.S.	33	7
Roofing	31	39	Grubbers, brush	3	20
Sheet	31	41	Gauger, track	40	61
Shock	31	28	Guano	33	8
Tumblers	32	18	Guards stay fence	40	37
Ware, N.O.S.	31	50	Wire	74	44
Window	31	44	Wheel	73	62

Index—Continued.

	Page	Item
Gum almadina or tuno.....	33	10
Camphor.....	33	11
Copal.....	33	15
Chewing.....	33	12
Chicle.....	33	14
Cutch.....	20	49
Damar.....	33	15
Dextrine.....	33	16
Kowrie.....	33	13
Pontianac.....	33	17
Shellac.....	33	15
Gums.....	33	18
Gun Implements.....	33	23
Cotton.....	43	22
Powder.....	55	57
Stocks.....	33	24
Wads.....	33	27
Guns.....	33	19
Guns and rifles.....	33	19
Gutta percha.....	33	28
Guttering.....	33	30
Guts.....	33	31
Gymnastic apparatus.....	33	33
Gypsum.....	33	33

H

Hair.....	33	36
Clippers.....	17	58
Curled.....	33	42
Crimpers.....	33	44
Felt.....	23	58
Felt, building.....	23	60
Pins.....	33	45
Rope.....	57	59
Hall stands.....	29	11
Halters.....	33	62
Hames.....	33	63
Sticks.....	33	65
Hammers.....	33	46
Trip.....	40	64
Hammock spreaders.....	33	49
Stands.....	33	48
Hammocks.....	33	47
Hampers.....	33	50
Hams.....	47	52
Artificial.....	33	52
Hand grenades.....	24	56
Implements, agricultural.....	4	29
Handles, iron or wire.....	33	53
for bicycles and tricycles.....	19	29
Mop.....	49	18
Plow.....	4	12
Handles, plow, with wagon mt'l.....	72	31
Wooden.....	15	52
Hangers, door.....	33	55
Clothing.....	33	54
Iron.....	40	54
Fulleys.....	39	42
Pipe.....	39	32
Shafting.....	40	2
Track.....	33	56
Trough.....	22	7
Wooden.....	33	54
Hardware.....	33	58
Saddlery.....	33	69
Harmonicas.....	49	55
Harness.....	33	61
Hardware.....	33	69
Oil.....	9	14
Safe, returned.....	15	43
Harrow frames.....	2	25
Plates and discs.....	4	3
Teeth.....	4	25
Harrows.....	2	19
and seeders combined.....	2	20

	Page	Item
Harvesters, beet.....	1	24
Corn.....	2	1
Self-binding.....	2	26
Hasps.....	34	6
Hassocks.....	34	7
Hatchets.....	34	8
Hats.....	34	9
Cases.....	12	48
Racks.....	29	13
Roundings.....	34	13
Hats.....	34	1
with millinery.....	48	60
Hatters' furs.....	34	15
Hay.....	34	16
Bands.....	38	26
Hands with wire fence.....	74	48
Caps.....	34	17
Carriers and returners.....	2	29
Carrier track.....	2	29
Forks (horse).....	2	30
Knives.....	4	37
Loaders.....	2	31
Presses.....	3	15
Pulleys.....	2	32
Racks.....	2	33
Racks, iron.....	56	72
Rickers.....	2	31
Slings.....	2	34
Stackers.....	2	31
Tedders.....	2	35
Heading and staves.....	62	13
Bolts.....	34	18
Machines, grain.....	2	18
Head linings.....	34	19
Headings.....	34	21
Heads, animal.....	20	64
Powder keg.....	41	61
Hearths, L. C. L.....	29	15
C. L.....	26	53
Heaters.....	34	27
Hot water.....	34	29
Steam jacket.....	34	30
Street car.....	34	26
Water, feed.....	34	28
Heels, leather.....	42	66
Hektographs.....	34	31
Compound.....	34	32
Hemp.....	34	33
Carpeting.....	34	34
Seed.....	59	17
Herbs.....	34	35
Herring, dried or smoked.....	24	68
Hickory nuts.....	50	47
Hides.....	34	36
High explosives.....	35	6
Hinges.....	38	30
Spring.....	38	33
Hitching posts.....	38	35
Hives, bee.....	8	29
Hobby horses.....	35	52
Hods, brick and mortar.....	35	7
Coal.....	35	8
Hoe heads.....	4	39
Hoes.....	4	39
Rotary (hand).....	4	41
Rotary (horse).....	2	38
Wheel.....	4	40
Hog rings.....	57	13
Skins.....	34	60
Hogs.....	44	23
Dressed.....	47	49
Hogsheds.....	7	12
Hoisting tubs, coal.....	18	9
Holders, bag.....	6	44
Book.....	35	10
Coin.....	35	9
Hollow ware.....	35	11
Holly branches.....	35	12

Index—Continued.

	Page	Item	I	Page	Item
Hominy	16	55	Ice	36	9
Honey	35	16	Cream freezers	36	12
Beans	8	21	Machines	46	14
Hoofs	35	23	Shavers	36	13
Hoof ointment	35	19	Images	36	15
with junk	41	38	Terra cotta	64	61
Stuffing	35	21	Implements, agricultural	1	20
Hook and ladder trucks	24	44	Returned	1	21
Toy	71	53	Light and bulky	1	28
Hooks and eyes	35	30	Incubators	36	17
Hooks, brush or ax	4	42	Indian clubs	75	32
Button	35	28	Indicators, speed	36	19
Cant	35	25	Indigo	36	20
Corn	4	32	Infusorial earths	22	2
Fishing	35	26	Ingots, brass	11	25
Iron	34	6	Aluminum	5	23
Pipe	35	27	Copper	19	2
Potato	4	43	Ingots, iron or steel	36	54
Hoop iron	38	37	Injectors, steam or water	36	24
Poles	35	37	Ink pads	36	32
Hoops, N. O. S.	35	36	Ink	36	25
and hoop poles	35	37	Harness	36	31
Truss	35	34	Printing	36	29
Barrel	35	31	Stands	36	33
Wooden	35	31	Wells	36	33
Hop extract	23	16	Writing	36	25
Tea	35	43	Insect destroyer	36	34
Hoppers, water closet	73	30	Powder	55	61
Hops	35	40	Insoles	36	36
Horn pith	35	44	Instruments, dental	20	68
Strips	35	45	Electrical	36	37
Tips	35	46	Musical	49	51
Horns	35	50	Optical	51	29
with junk	41	38	Scientific	58	60
Elk	35	48	Surgical	36	38
Horse collars	34	5	Telegraph	64	42
Nails, iron	38	74	Telephone	64	42
Powers	2	39	Insulating tape	64	18
Radish roots	57	50	Insulators	36	39
Radish, prepared	54	11	Telegraphic	64	43
Shoes, iron	38	38	Iron and steel articles	36	40
Shoes, iron and rubber com-			Angle	36	43
bined	38	44	Architectural	39	36
Horses	44	18	Axe polls	36	46
Carpenters'	35	51	Band	36	51
Hobby	35	52	Bar	36	52
Display	33	55	Boiler	37	3
Stitching	33	72	Bridge	37	12
Hose, canvas	35	56	Cocks	37	40
Leather	35	56	Corrugated	37	48
Rubber	35	56	Enamelled	38	45
Bridges	24	61	Galvanized	38	21
Carriages	24	31	galvanized sheet	37	49
Carts	24	32	Hoop	38	37
Reels	35	59	Japanned	40	6
Wagons	69	10	Liquor	41	9
Hosiery	35	62	Mass	38	46
Hot water heating apparatus	34	29	Nitrate of	41	7
Hounds, wagon	72	21	Nut locks	39	4
Household goods	35	63	Ore	51	42
House cleaning machines	46	14	Oxide of	39	5
Movers' outfits	36	6	Fig.	39	20
Houses, model	36	3	Plainished	39	33
Portable	36	4	Plate or steel	39	35
Smoke	36	5	Railroad, N. O. S.	39	48
Hubs	72	29	Kings	39	47
Hullers, clover	1	29	Roll scale	39	60
Pea	2	51	Russia	39	62
Hulls, cotton seed	19	60	Rust	39	5
Rice	57	10	Scrap	39	75
Hungarian seed	59	17	Scrap and junk	41	38
Huskers, corn	1	30	Sheet	40	4
Husking gloves	32	23	Sheet with stoves	62	57
Husks, corn	36	7	Skelp	40	15
Hydrants	58	39			

Index Continued.

	Page	Item
Iron and steel articles.....	38	40
Spiegel.....	40	23
Sulphate of.....	38	48
Tank.....	40	49
Ironing boards.....	9	60
Isinglass.....	41	10
Ivory.....	41	12
Black.....	41	14
Nuts.....	41	13
Istle.....	41	11

J

Jack screws.....	41	19
Jackets, can.....	13	30
Jacks, live.....	44	26
Iron.....	41	15
Wagon.....	41	17
Japanned ware.....	41	21
Jardinieres, N. O. S.....	41	22
Stands.....	41	23
Jars, battery.....	31	5
Butter, returned.....	15	6
Jars creamery.....	31	10
Fruit or milk.....	31	16
Fruit and glassware.....	31	16
Meat, glass.....	32	7
Stoneware.....	62	48
Jelly.....	5	68
Jettine.....	41	28
Jellyvine.....	41	25
Jewelers' sweepings and tailings..	41	27
Joints, oil well.....	51	27
Sucker rod.....	51	27
Journal bearings.....	38	51
Journal boxes.....	38	50
Boxes, car.....	38	50
Box lids.....	38	50
Jugs, returned.....	14	21
Stoneware.....	62	48
Juices fruit.....	41	29
Juice clam.....	41	30
Grape.....	41	31
Jumpers, baby.....	72	6
Junk.....	41	38
Jute.....	41	39
Butts.....	41	40
Waste.....	41	42
Canvass.....	13	57

K

Kale.....	67	59
Kaolin.....	41	45
Kalsomine.....	41	44
Kegs.....	7	14
Beer.....	6	76
Beer returned.....	14	50
Powder.....	41	46
Powder, returned.....	15	29
Kennels, dog or poultry.....	41	47
Kettles.....	41	48
Pitch.....	41	51
Key blanks.....	41	54
Keys, iron.....	41	53
Organ.....	50	3
Spring.....	40	30
Kinetoscopes.....	41	56
Kitchen cabinets, L. C. L.....	27	42
Cupboards.....	28	43
Kites, paper or cloth.....	41	57
Kits, with woodenware.....	75	43

	Page	Item
Knapsacks.....	41	58
Knees, ship.....	59	54
Yacht.....	76	38
Knife, sections, agl. imp't.....	4	22
Knit goods.....	41	59
Knitting machines.....	45	55
Knives, corn.....	4	32
Hay.....	4	37
Mincing.....	48	64
Machine.....	46	45
Mower and reaper.....	3	49
Tobacco.....	41	62
Wooden.....	75	59
Knobs, base.....	21	18
Door.....	41	63
Knuckles, car coupler.....	37	20
Kraut.....	58	37
Cutters.....	20	55

L

Labels, wooden.....	42	1
Paper.....	52	52
Lace, horse net.....	42	2
Laces, shoe.....	42	3
Ladder stock.....	75	62
Ladders.....	75	60
Bicycle, step.....	42	4
Iron.....	42	5
Step.....	75	60
Step and chair combined.....	28	5
Ladles, butter.....	75	9
Iron.....	38	52
Lamp black.....	42	11
Boxes, returned.....	15	30
Chimneys.....	31	9
Chimney cleaners.....	42	14
Fixtures, N. O. S.....	42	15
Founts, glass.....	32	3
Founts and glassware.....	32	3
Globes and chimneys.....	32	2
Globes, electric.....	31	51
Posts, iron.....	38	53
Lamp shades.....	42	16
Tin.....	42	19
Lamps and fixtures.....	42	6
and fixtures, electric.....	42	7
and glassware.....	32	3
Iron tank.....	42	9
Metal.....	42	6
Street.....	42	10
Land, plaster.....	54	56
Lantern frames.....	42	21
Globes.....	32	1
Lanterns.....	42	20
Paper.....	52	53
Lap boards.....	9	61
Lard.....	42	22
Lasts.....	42	27
Lath, metal.....	38	54
Wooden.....	45	14
Lathing, iron and steel.....	38	54
Launches.....	62	20
Laundry machinery.....	46	11
Lawn mowers.....	2	46
Rollers.....	57	22
Swings.....	63	50
Tennis sets.....	42	31
Lead and lead articles.....	42	32
Lead, bar.....	42	35
Bases.....	42	49
Black.....	42	36
Carriers, returned.....	15	44

Index—Continued.

	Page	Item		Page	Item
Lead, bar.....	42	33	Lining, flue.....	22	3
Dross.....	42	50	Stove.....	62	61
Foil.....	42	37½	Links and pins.....	38	55
Gaskets.....	42	51	Linoleum.....	51	22
Glaziers.....	42	38	Linseed.....	59	12
Nitrate of.....	42	39	Cake.....	13	17
Pig.....	42	41	Linters, cotton.....	19	57
Pipe.....	42	53	Liquor packages, returned.....	15	31
Pencil, wood.....	42	52	Liquids, N. O. S.....	43	50
Scrap.....	42	42	Liquors and liquids.....	43	51
Skimmings.....	42	57	Litharge.....	44	15
Sheet, N. O. S.....	42	33	Lithographing stones.....	62	41
Sheet in rolls.....	42	56	Live Stock.....	44	16
Sublimed.....	42	43	with contractors' and graders' Outfits.....	18	60
Sulphate.....	42	44	Loaders, hay.....	2	31
Sugar of.....	42	47	Locks, iron and steel.....	38	56
Tea.....	42	46	N. O. S.....	44	27
White, dry.....	52	26	Locomotive axles.....	44	35
Leads, printers.....	42	58	Cabs.....	44	36
Leather, and articles of.....	42	59	Cylinders.....	44	38
Artificial.....	42	63	Pilots.....	44	42
Board.....	42	65	Smoke box fronts.....	45	1
Color.....	50	52	Spark cloth.....	44	41
Dressing.....	42	67	Springs.....	40	29
Goods, N. O. S.....	43	1	Tanks.....	45	2
Leather, harness.....	42	62	Tires.....	44	35
Belting.....	8	41	Wheels.....	44	35
Paw cake.....	48	2	Locomotives and tenders.....	44	30
Scraps.....	43	3	Logs.....	45	4
Sole.....	42	62	Logwood extract.....	23	17
Straps.....	43	6	Stick.....	45	5
Tufts.....	43	8	Ground.....	45	6
Leatheroid.....	43	9	London purple.....	55	61
Leaves, palm.....	52	36	Looking glasses.....	31	23
N. O. S.....	43	10	for furniture.....	31	47
Sumac.....	43	11	Loom harness and reeds.....	45	7
Legs, piano.....	50	6	Spindles.....	45	8
Table.....	30	19	Looms.....	45	29
Lemon peel.....	43	15	Lounge frames, C. L.....	26	55
Squeezers.....	43	17	L. C. L.....	29	20
Sugar.....	63	37	Lounges.....	29	17
Lemons.....	43	14	Lubricators.....	45	9
Lenses, spectacle.....	32	6	Lumber.....	45	11
Lentils.....	16	55	Drying apparatus.....	45	15
Letter boxes.....	11	8	Buggies.....	68	20½
Letter files.....	43	19	Box cigar.....	45	10
Chips.....	43	21	Lumber, valuable woods.....	74	63
Lettuce.....	67	59	Lye, concentrated.....	45	16
Levels, track.....	65	75			
Licorice, mass.....	43	23			
Powder.....	43	24			
Root.....	43	25			
Stick.....	43	26			
Lids, journal box.....	38	50			
Life preservers, cork.....	43	27			
Rafts.....	43	28			
Lifters, clothes.....	17	72			
Lighters, cigar.....	17	44			
Gas and candle.....	43	29			
Lightning rods and fixtures.....	43	30			
Lights, floor.....	43	35			
Heat.....	34	20			
Vault and sidewalk.....	31	40			
Lignumvitae.....	74	63			
Lime and cement mixed, C. L.....	16	52			
Limes.....	43	14			
Lime.....	43	36			
Mixed, C. L.....	43	40			
Acetate of.....	43	39			
Bi-Sulphate of.....	43	41			
Carbonate of.....	43	42			
Chloride of.....	43	43			
Medicated.....	43	44			
Phosphate of.....	43	45			
Stone.....	43	46			
Water.....	43	48			
Lincrusta-Walton.....	43	49			
Lining, fire place.....	38	10			

M

Macaroni.....	16	55
Machinery and machines.....	45	17
N. O. S.....	46	14
Madder.....	46	47
Magazines, printed.....	46	51
Powder.....	46	49
Powder, stationary.....	46	50
Powder, returned.....	15	39
Magnetic appliances, N. O. S.....	46	57
Magnesia.....	46	52
Magnesite.....	46	54
Mahogany.....	74	63
Mail Bags.....	6	40
Chutes.....	17	35
Cranes.....	20	1
Majolica ware.....	46	58
Malleable castings.....	37	27
Mallets, wooden.....	75	64
Malt.....	46	59
Ale.....	43	55
Extract.....	23	19
Sprouts.....	47	1
Maltoid.....	16	55
Mandrels.....	38	57

Index—Continued,

	Page	Item		Page	Item
Manganese.....	47	2	Meters, electric.....	48	37
Ferro.....	24	1	Gas.....	48	38
Ore.....	51	46	Water.....	48	42
Mangers.....	47	3	Mica.....	48	43
Mangles.....	47	5	Scrap.....	48	46
Manikins.....	47	7	Pulverized.....	48	44
Manila.....	47	8	Middlings purifiers.....	46	21
Mantel grate frames.....	38	58	Middlings.....	48	47
Tops.....	29	27	Milk.....	48	53
Mantels, C. L.....	26	57	Can stock.....	13	36
Iron.....	38	59	Can, returned.....	15	38
Wooden, C. L.....	26	58	Can, shipping.....	13	54
L. C. L.....	29	25	Milk, condensed.....	48	51
Mantles, gas.....	47	9	Crocks, glass.....	32	8
Iron.....	38	59	Jars.....	31	16
L. C. L.....	29	24	Shakers.....	48	54
Manure spreaders.....	2	44	Sugar of.....	48	57
Map, rollers.....	47	11	Milkweed pods.....	48	58
Maps.....	47	10	Millet seed.....	59	17
Marble.....	47	12	Millinery goods.....	48	59
Dust.....	47	19	Mill board, asbestos.....	6	11
Slabs.....	47	14	Dogs, iron.....	38	67
Slabs for furniture.....	47	13	Dogs, wood.....	75	67
Waste.....	47	20	Rollers.....	57	31
Marbles.....	47	21	Stones.....	62	42
Marl.....	47	22	Mills, bark.....	46	24
Marline.....	47	23	Burr stone.....	46	34
Masks, baseball.....	47	24	Cane.....	46	25
Cloth.....	47	25	Cider.....	46	26
Paper.....	47	26	Cob.....	46	27
Wire, N. O. S.....	47	28	Coffee.....	46	28
Mast arms and hangers.....	39	37	Feed.....	46	31
Match sticks.....	47	30	Drug or grocer.....	46	29
Matches.....	47	29	Fanning.....	5	3
Mats.....	47	33	Grain.....	46	32
Cocoa fibre.....	47	34	N. O. S.....	46	40
Door.....	47	35	Paint.....	46	33
Stove.....	63	1	Mills, portable.....	46	34
Wooden.....	47	38	Wind.....	46	36
Matte, nickel.....	50	38	Sugar.....	46	35
Matting.....	47	40	Mimeographs.....	48	61
Picture.....	54	14	Mince meat.....	48	62
Mattocks.....	38	60	Mineral water.....	49	1
Mattresses, N. O. S.....	29	28	Water packages, returned.....	14	50
Wire, L. C. L.....	29	29	Wool.....	49	9
Wire, C. L.....	26	60	Minerals.....	48	65
Mauls, iron.....	38	63	Mining cages.....	13	15
Meal, bone.....	10	22	Cars.....	15	64
Bread.....	11	36	Mint sweepings.....	49	10
Corn.....	16	55	Mirror, plate glass.....	31	28
Cotton seed.....	19	62	Mirrors.....	31	23
Cracker.....	19	68	Back bar.....	31	23
Fenugreek.....	25	37	for furniture.....	31	47
Oat.....	16	55	Mohair.....	49	11
Oil cake.....	51	26	Molasses.....	49	12
Rice.....	57	9	Mouldings.....	49	43
Wheat germ.....	16	55	Cornice.....	37	46
Measures, iron.....	38	65	Plaster of paris.....	49	36
Wooden.....	75	65	Money drawers.....	49	15
Meat choppers and cutters.....	48	22	Monkey wrenches.....	76	32
Mixers.....	48	23	Monuments, bronze.....	49	16
Pots and jars.....	32	7	Metal.....	49	16
Sausage.....	48	14	Monuments.....	47	17
Smoked.....	48	12	Mops.....	49	17
Meats, dried.....	48	5	Morocco.....	49	22
Canned.....	13	35	Mortars, hand.....	49	23
Fresh.....	47	47	Druggists.....	49	23
Pickled.....	48	13	Moss.....	49	24
Potted.....	48	10	Flax.....	49	29
Salted.....	48	11	Irish.....	49	30
Medicines.....	48	25	Motorcycles.....	69	23
Patent.....	48	27	Motors and cars, combined.....	16	1
Megaphones.....	48	28	and pumps, combined, electric.....	49	33
Melons.....	48	29	Mould-Boards.....	4	14
and green vegetables.....	67	59	Moulds, bottle.....	49	40
Melophene.....	48	32	Brick.....	49	34
Merry-go-rounds.....	48	33	Butter.....	75	11
Metal polish, gun.....	48	34	Cigar.....	49	41

Index—Continued.

	Page	Item		Page	Item
Moulds, ice	49	39	Oakum	50	53
Ingot	36	22	Oars	50	54
Tobacco	49	42	Oat meal	50	59
Moulding composition	49	43	Hulls	50	55
Ceiling	37	30	Oats, rolled	16	55
Wood	75	68	Ochre	52	27
Mouldings, plaster	49	36	Office chairs, parts of	28	10
Mower knife grinders	2	49	Furniture, iron	29	6
Knife sections	4	22	Okra	67	59
Knives	3	49	Oil, analine	50	63
Mowers	3	18	Board	53	21
Lawn	2	46	Cake	51	20
Mucilage	49	44	Cake meal	51	28
Muck bars	38	68	Cans, glass	13	50
Mug bases and cases	16	9	Cans, paper	52	46
Mule shoes	38	38	Castor	50	64
Mules	44	16	Cloth	51	22
Muraline, wall finish	49	47	Cottonseed	50	67
Murescoe	49	48	Cocanut	50	66
Museum outfits	73	49	Fish	50	69
Mushroom spawn	49	49	Fusel	50	70
Music cabinets	29	30	Gloss	50	71
Sheet	49	50	Harness	50	72
Stands	29	31	Lard	51	4
Musical instruments	49	51	Linseed	51	5
Mustard	50	17	Lubricating	51	8
Cakes	50	19	N. O. S.	50	74
Meal	50	18	of Vitriol	72	52
Mustard, prepared	54	11	Oleo	51	9
Seed	59	19	Palm	51	10
Muzzles	50	20	Paraffine	50	11
			Petroleum	51	12
			Pine	51	16
			Rusin	51	18
			Salad	54	11
			Stones	62	44
			Tanners	51	19
			Well supplies	51	27
			Oils	50	74
			Essential	50	68
			Ointment, hoof	35	19
			Oleomargarine	12	28
			Olives	51	28
			Onion pickles	54	17
			Onions	67	58
			Green	67	59
			Onyx	47	12
			Openers, can	13	35
			Optical goods	51	29
			Orange peel	51	31
			Oranges	51	30
			Ordnance stores	32	39
			Ore	51	33
			Chrome	51	40
			Crushers	45	28
			Emery	51	41
			Iron	51	42
			Manganese	51	46
			Mica	51	48
			Purple	51	50
			Washers	51	52
			Zinc	51	51
			Organa cses	49	63
			Keys	50	3
			Reeds	50	12
			Springs	61	64
			Organs	49	56
			Ornamental strip	23	69
			Ornaments	51	53
			Cornice	37	47
			Pottery	35	36
			Stove	63	14
			Osters	51	54
			Ovens	51	58
			Enameling	51	56
			Sheet Iron	63	2
			Portable	51	58

N

Nail pullers	50	25
Plate	38	70
Rods	38	71
Nails, brass	50	21
Copper	50	22
Horse	38	74
Iron	38	73
Picture	50	23
Zinc	50	24
Wire	38	73
Wire, with fencing	74	48
Naphtha	14	12
Naphthalene	50	26
Napkins, paper	52	54
Neck yokes	70	29
Yokes with implements	4	5
Yokes with wagon mtl.	72	30
Yokes, centers	70	48
Needles	50	28
Netfiline	50	29
Nerve food	50	31
Nets and netting	50	32
Glue	50	33
Fly, horse	42	2
Netting, N. O. S.	50	34
Wire	74	50
Newspapers	50	36
Nickel	50	37
Matte	50	38
Nipples, brass and lead	50	40
Nitre cake	50	41
Note book, students'	10	23
Notions	50	43
Numbering machines	45	57
Nursery stock	66	15
Nut, galls	50	44
Kernels or meats	50	45
Locks, iron	39	4
Nutmegs, iron	50	46
Nuts, pea	50	51
Edible	50	47
Edible and cocoa nuts	18	21
Iron	39	3
Iron with bolts	37	5

Index—Continued.

	Page	Item		Page	Item
Ox bows	76	55	Paper, emery	53	11
Yokes	76	55	Enameled	53	12
Oxen	44	17	Felt, for roofing	57	40
Oyster pails	11	5	Flint	53	11
Oysters	51	61	Fly	53	13
Cove	51	67	Frames	25	64
Pickled	51	65	Frames, returned	15	2
P			Hangings	52	50
Packers, Butter	75	12	Kites	52	51
Packing	52	1	Labels	52	52
Asbestos	52	2	Lanterns	52	53
Flax	52	3	Manila	53	25
Hemp	52	4	News	53	15
House products	47	47	Oiled	53	21
Jute	52	5	Oil cans	52	55
Metallic	52	6	Napkins	52	54
Rubber	52	7	Parchment	53	23
Soapstone	52	8	Patterns	53	37
Pads, Ink	36	32	Pails	52	58
Pads, collar	34	4	Plates	52	45
Cotton	19	59	Prints	50	35
Paging machines	45	57	Printing, N. O. S.	53	14
Pails, butter, plain	75	15	Racks	56	73
Candy	11	5	Roofing	53	7
Chemical, fire	24	47	Sand	53	11
Dairy, tin	65	14	Scrap	53	16
Dinner	65	15	Scrap, with junk	41	38
Galvanized iron	39	6	Shelf	53	18
Garbage	65	21	Straw	53	25
Ice cream	11	5	Tablets and tabs	52	56
Lard	75	15	Tags	52	59
Oyster	11	5	Tissue	53	19
Oyster, returned	15	37	Toilet	53	19
Paper	52	58	Wall	53	20
Paper, candy	11	5	Waxed	53	21
Paper, oyster	11	5	Weights, glass	32	9
Paper, water	53	1	Wood pulp	53	25
Tin	65	21	Wrapping	53	22
Wooden	76	2	Writing	53	26
Paint	52	15	Papier mache	53	27
Drier	52	33	Paraffine wax	73	43
Dry	52	15	Parers, apple	5	61
Earth	52	27	Paris green	53	28
in oil	52	19	Parsley	67	59
Mixers	52	35	Parsnips	76	59
Stain	61	69	Partitions	76	3
Wood filler	74	52	Rollings	53	30
Paintings	52	9	Paste, almond	53	31
Paints	52	23	Carpet cleaning	53	32
Palm leaves	52	36	Flour	53	33
Trees, artificial	52	37	Glucose	53	34
Paneling	52	38	Laundry	53	35
Panels, wagon	71	30	Wall cleaning	73	5
Panorama scenery	52	41	Patent insides (newspapers)	53	36
Pans, or skillets	39	12	Medicines	48	27
Dust	21	47	Patrol boxes	11	7
Dripping	39	7	Patterns, paper	53	37
Iron	39	10	Wood or metal	53	38
Vacuum	67	36	Paving and roofing material	57	32
Paper, N. O. S.	53	3	Blocks, wood	9	37
Balloons	52	43	Concrete	9	36
Bags	52	42	Stone	62	35
Blotting	53	4	Peach baskets	7	52
Blocks	52	44	Pea hullers	2	51
Book	53	6	Hulls	53	44
Building	53	7	Peanuts	50	51
Buckets	53	1	Pearl ash	6	16
Blue print	53	5	Pearl hardening	53	40
Cans	52	46	Pears	53	41
Card	53	8	Peas, cow	53	42
Carpet	53	9	Green	67	19
Cigarette	53	10	Dry	16	55
Collars	52	48	Roasted	53	43
Cones	52	49	Split	16	55
Cutters	20	52	Peat	53	48
			Peavies	35	25
			Pecans	50	47
			Pedestals	39	14

Index—Continued.

	Page	Item		Page	Item
Pedestals, store stool	53	49	Pins, picket points	39	17
Wood	53	50	Picket iron	39	15
Wooden	53	50	Tuning	54	31
Pegs, shoe	53	51	Pipe, balls, iron	39	29
Felts	34	36	Block tin	54	32
Sheep	34	67	Blow	54	33
Sheep, pickled	35	2	Cement	54	35
Peltries	34	49	Chimney or flue	22	3
Pendants	32	10	Coils, iron	39	27
Pencil wood	42	52	Conductor	54	35½
Pencils, lead	53	52	Pipe, connections with wind mills	46	39
slate	53	53	Copper	19	6
Pens	53	54	Pipe covering, asbestos	6	9
Pepper and pepper meal	53	55	Covering, cement	16	48
Green	67	59	Covering, felt	23	62
Sauce	54	11	Fittings, N. O. S.	39	31
Percussion caps	13	59	Fitting brass	11	27
Perfumery	53	58	Fittings, nickle plated	54	40
Petrolatum	53	60	Furnace	26	19
Petroleum	51	12	Hanger	39	32
Tar or residue	53	63	Iron	38	22
Pews, church	28	33	Wind mills	46	39
Phenyle (disinfectant)	53	68	Lead	42	53
Phonograph stands	53	71	Porcelain lined	39	23
Phonographs	53	70	Riveted sheet iron	39	25
Phosphate rock	53	72	Sewer	54	35
Phosphates, beverages	49	1	Spiral steel	39	24
Fertilizer	53	73	Stems	54	41
Phosphor, bronze	54	2	Stove	54	36
Phosphorus	54	1	Terre cotta	64	60
Photo dry plates	54	6	Water, wooden	54	39
Photographic material	54	4	Water, iron	40	73
Piano actions	49	61	Tongs	54	42
Boxes, returned	15	38	Wrenches	54	42
Cases	49	63	Wrought iron	39	26
Legs	50	5	Pipes, smoking	54	43
Plates	50	7	Organ	50	11
Sounding boards	50	8	Pitch	54	46
Stools	50	9	Pith, corn stalk	19	46
Pianos	49	59	Plane bodies	54	48
Picker sticks	54	9	Planes, hand	54	47
Picket pins, iron	39	15	Planters, corn	2	4
Pickets, points	39	17	Hand	4	30
Wooden	76	4	Cotton	2	9
Pickle or brine	54	10	Planters, potato	3	14
Pickles	54	11	potato, hand	4	44
Picks	39	19	Plants	54	51
Pickup fenders	23	74	Artificial	54	53
Picture backing	76	5	Plaster and wall finish	54	59
Frames	25	66	Plaster board	54	60
Matting	54	14	Land	54	56
Pictures	52	9	of paris	54	63
Pie cases	12	52	Wall	54	54
Plant	67	59	Plasters, medicinal	54	61
Preparation	54	15	Plastico	54	64
Pigeons, alive	54	17	Plated ware	54	65
Clay	54	16	Plates, boiler	37	2
Pig copper	19	4	Brass	11	25
Iron	39	20	Butter, paper	52	45
Lead	42	41	Butter, wooden	75	13
Tin	65	7	Center	37	31
Zinc	76	56	Copper	13	3
Pigs' feet	54	18	Coulter	4	3
Pile drivers	54	21	Stereotype	54	66
Piles, wood	54	23	Engravers'	54	68
Pillow sham holders	54	24	Filter	66	25
Pillows, N. O. S.	54	25	Fish, iron	38	13
Fir	54	26	for cultivator shovel	4	24
Pilots, locomotive	44	42	for plow shares	4	24
Pimento	54	27	Harrow	4	3
Pineapple	54	29	Iron or steel	39	35
Pine, ground	54	28	Photo dry	54	6
Pins	54	30	Plano	50	7
Coupling	38	55	Pie, paper	54	69
Clothes	75	28	Pie, wooden	75	19
Dowel	75	40	Tack	40	47
Hair	33	45	Tie, R. R.	40	53
Insulator	64	44	Wooden	75	19

Index—Continued.

	Page	Item		Page	Item
Plow beams, iron.....	4	9	Postal bag racks.....	39	38
Rough.....	72	21	Post hole diggers.....	55	13
Wooden, N. O. S.....	4	11	Office boxes.....	11	8
Wooden.....	4	10	Office woodwork.....	55	14
with wagon material.....	72	31	Posts, fence.....	55	16
Bottoms.....	4	14	Fence and fencing.....	23	68
Castings.....	4	14	Fence, sheet iron.....	39	39
Plow handles, L. C. L.....	4	12	Steel and wire fence.....	23	68
Handles, C. L.....	4	12	Hitching, iron.....	18	35
Handles, rough.....	4	13	Hitching, wooden.....	75	56
Handles, with wagon material.....			Lamp, iron.....	38	53
in rough.....	72	21	Newel.....	74	66
Beams and handles with ve- hicles.....	72	31	Potash.....	55	17
Lays.....	4	14	Balls.....	55	25
Mouldboards.....	4	14	Bi-chromate of.....	55	20
Points.....	4	14	Caustic.....	55	21
Points with plow handles.....	4	7	Chlorate of.....	55	22
Shares.....	4	14	Cyanide of.....	55	23
Wings.....	4	14	Muriate of.....	55	24
Plows, gang.....	3	1	Tablets.....	55	26
Listing.....	3	4	Potato diggers.....	3	12
Rotary.....	3	1	Flour.....	16	55
Snow, street railway.....	60	68	Hooks.....	4	48
Snow, R. R.....	60	66	Mashers.....	76	8
Sulky.....	3	1	Planters.....	3	14
Walking, wheeled.....	3	1	Planters, hand.....	4	44
Walking, N. O. S.....	3	9	Scoops.....	58	63
Plugs, fire.....	38	12	Potatoes.....	67	59
Plumbago.....	54	70	Sweet.....	67	62
Plumbers' earthenware.....	20	16	Pots, corrosive.....	55	27
Materials.....	54	72	Flower.....	55	28
Plumes, feather.....	48	60	Glass house.....	55	31
Pockets, stake.....	40	32	Glue.....	55	37
Wall.....	30	26	Meat, glass.....	32	7
Pods, milk weed.....	48	58	Potters' pins and stilts.....	55	34
Points, glaziers'.....	57	14	Pottery ornaments.....	55	35
Plow.....	4	14	Poultry.....	55	37
Plow and plow handles.....	4	7	Kennels.....	55	51
Pointers, blackboard.....	9	3	Food.....	25	39
Pokes, animal.....	54	73	Pounders, clothes.....	75	29
Poles, for agricultural implem'ts.....	4	17	Steak.....	76	16
Bamboo.....	55	2	Powder, baking.....	55	53
Barbers'.....	55	1	Blasting.....	55	57
Coupling.....	71	31	Bleaching.....	9	25
Curtain.....	20	34	Electric dissolvent.....	22	28
Electric light, iron.....	39	37	Gunpowder.....	55	57
Fishing.....	24	73	Insect.....	55	61
Hoop.....	35	37	Insect, N. O. S.....	55	62
Iron, for electric railways.....	39	37	Keg material.....	41	61
Sucker rod.....	35	3	Magazines, stationary.....	46	49
Telegraph, iron.....	40	50	Toilet.....	55	65
Telephone, iron.....	64	46	Washing.....	56	1
Tent.....	64	54	Powders, bronze.....	18	72
Vehicle.....	71	1	Condition.....	55	55
Wooden.....	64	47	Jelly.....	55	63
Polish, furniture.....	55	8	Meat preserving.....	55	64
Metal.....	48	34	Metal.....	18	72
Shoe.....	9	16	Soap.....	55	68
Stove.....	9	17	Yeast.....	76	53
Polishing compounds.....	55	6	Preservatives, wood.....	74	58
Pool balls.....	6	49	Preserves.....	5	63
Pop corn.....	19	36	Press screws, tobacco.....	56	23
Balls.....	19	39	Drill shoes.....	4	19
Popped corn.....	19	39	Presses, bookbinders'.....	56	2
Poppers, corn.....	19	45	Broom.....	56	4
Porcelain ware.....	55	11	Cheese.....	56	6
Porch shades.....	9	30	Cider.....	56	8
Pork, salt.....	48	5	Copying.....	56	10
Barrels.....	7	5	Cotton.....	56	11
Loins.....	47	53	Fruit or vegetable.....	56	12
Spare ribs.....	47	53	Hand seal.....	56	17
Tenderloins.....	47	53	Harness.....	56	13
Trimmings.....	47	53	Hay.....	3	15
Portable grain dumps.....	18	65	Lard.....	56	6
Porter.....	43	53	Printing.....	56	14
Packages, returned.....	14	50	Tobacco.....	56	18
Portfolios, bamboo.....	29	35	Veneer.....	56	20
			Pretzels.....	56	24

Index—Continued.

	Page	Item		Page	Item
Primers.....	56	25	Racks, meat.....	56	66
Printed matter.....	56	27	Music.....	29	31
Matter, advertising.....	1	16	Postal bag.....	56	68
Printers' elastic composition.....	56	29	Roll paper.....	56	73
Printing presses.....	56	14	Shoe.....	56	75
Prism lights.....	32	11	Towel.....	27	18
Props.....	56	31	L. C. L.....	80	22
Protectors, wall.....	73	6	Wagon.....	71	6
Pruners, tree.....	66	11	Radiators, gas.....	56	76
Pudding or puddine.....	56	33	Steam.....	56	77
Pulley clutches.....	56	40	Radishes.....	67	59
Pulleys, iron.....	39	41	Raffs, life.....	56	79
Hay.....	2	32	Rafters, greenhouse.....	56	78
Paper.....	56	36	Rags.....	56	80
Pulley castings, rough.....	39	42	with junk.....	41	38
Sash cord.....	56	37	Rail benders.....	39	50
Wood.....	56	38	Brace.....	39	49
Pulp, beet.....	56	41	Stair.....	74	66
Board.....	74	59	Tongs.....	39	52
Cotton seed.....	19	60	Railing, altar.....	26	41
Grinding stones.....	32	73	Iron, N. O. S.....	39	45
Pulp, mineral.....	56	42	and fencing.....	38	5
Straw.....	56	43	N. O. S.....	39	45
Wood.....	56	44	Rails, old.....	39	54
Pulpits.....	26	41	Steel or iron.....	39	53
Pumice stone.....	62	32	Railway cars.....	15	49
Pump, cylinders and wind mill.....	46	59	Railway, cash.....	14	48
Curbs.....	56	55	Rake teeth.....	4	21
Tubing.....	56	46	Rakes, hand.....	4	45
Pumpkins.....	67	59	Hay, horse.....	2	41
Pumps.....	56	45	Horse, sulky.....	2	42
with wind mills.....	46	39	Sweep.....	2	31
Bicycle air.....	8	53	Stalk.....	3	17
Brass.....	56	48	Range bodies.....	10	9
Chain.....	56	49	Boiler stands.....	10	10
Copper.....	56	50	Boilers.....	10	8
Elevator bucket.....	12	8	Ranges, water closet, iron.....	73	32
Iron.....	56	51	Rasps.....	24	21
Sand.....	51	27	Rattan.....	56	82
Steam.....	56	52	Razor strops.....	63	31
Tin.....	56	53	Reaches, wagon.....	71	31
Wooden.....	56	45	Reamers.....	51	27
Punchions.....	7	27	Reaper knife sections.....	4	22
Punk.....	56	57	Knives.....	3	49
Purifiers.....	56	58	Reapers and mowers.....	3	18
Purola.....	12	28	Reeds, organ.....	50	12
Pushers, car.....	16	3	N. O. S.....	56	83
Putty.....	56	59	Reel, stock.....	56	85
Putty stove.....	63	12	Sticks for reapers.....	3	41
Pyrites.....	39	44	Reels.....	56	84
			Cable, returned.....	15	41
			Centrifugal.....	46	46
			Clothes horse.....	75	31
			Hose.....	35	59
			N. O. S.....	56	84
			N. O. S., returned.....	15	2
			Sand.....	51	27
			Stock.....	56	85
			Reflectors.....	32	13
			Refrigerator, stock.....	27	1
			Refrigerators, L. C. L.....	29	36
			C. L.....	26	61
			and display cases.....	16	12
			Butter.....	16	12
			Cheese.....	16	12
			Fruit, returned.....	15	22
			Refuse, brewers'.....	11	37
			Registers, hot air.....	57	1
			Cash.....	16	20
			Street car fare.....	16	18
			Regulators.....	57	2
			Rennet.....	57	3
			Reservoirs, stove.....	62	51
			Residue, brass.....	11	25
			Copper.....	19	2
			Retorts, clay.....	57	5
			Gas, iron.....	57	6
			Glass.....	57	7

Q

Quassia, chip.....	17	29
Quartermasters' stores.....	32	40
Queensware.....	20	14
Quicksilver.....	56	60
Flasks.....	56	61
Quills.....	56	62
Quilts.....	54	63
Quoins, printers'.....	56	65

R

Racks, bag postal.....	56	68
Barrel.....	6	74
Butchers.....	56	66
Book.....	27	36
Broom.....	12	2
Clothes.....	75	30
Display.....	56	69
Feed.....	56	71
Furniture.....	30	22
Hat.....	29	13
Hay.....	2	33
Hay iron.....	56	72

	Page	Item		Page	Item
Retorts, plumbago.....	57	8	Root, horse radish.....	57	50
Returns, hay carrier.....	57	28	Saele.....	57	51
Ribs, umbrella.....	57	32	Rice.....	57	57
Rice.....	57	9	Licorice.....	48	26
Bran, chaffs and hulls.....	57	10	Roots, N. O. S.....	57	54
Broken.....	57	9	Canaigre.....	57	45
Flour and meal.....	57	9	Chicory.....	57	47
Rickers, hay or straw.....	2	31	Hop.....	57	35
Riddles.....	60	9	Rope.....	57	58
Rigging.....	57	11	Copper.....	74	51
Rings, hog.....	57	13	Dust.....	57	60
Iron.....	38	47	Hair.....	57	59
Rivets, brass.....	11	25	Mill waste.....	57	63
Copper.....	18	70	Old, with junk.....	41	38
Glaziers.....	59	14	Wire.....	74	47
Iron, with bolts.....	35	5	Rosewood.....	74	63
Road graders.....	32	42	Rosin.....	57	65
Scrapers.....	23	1	Oil.....	57	66
Roasters, coffee.....	57	15	Rowers, check.....	3	39
Peanut.....	57	16	Rubber and articles of.....	57	72
Robes, buffalo.....	34	40	Band for fruit jars.....	57	70
Cloth.....	57	17	Crude.....	57	68
Cattle skin.....	34	36	Goods, N. O. S.....	57	71
Goat.....	34	40	Old, with junk.....	41	38
Rochelle salts.....	58	24	Sheet.....	57	67
Rock crushers.....	45	28	Shoddy or scrap.....	57	75
Rockers for soda water drums.....	57	18	Substitute.....	57	78
Rod iron, nail.....	38	71	Rubble stone.....	62	35
Rods, anchor.....	36	42	Rugs.....	57	81
Brass.....	11	25	Grass.....	47	33
Copper.....	18	70	Rules.....	57	83
Iron, for children's vehicles.....	72	5	Runners, sleigh.....	71	21
Iron, for wagon gates.....	71	7	Sled.....	71	16
Iron, steel covered.....	57	19	Runni g gear, vehicle.....	70	42
Lightning.....	43	30	Rushes.....	57	84
Nail.....	39	58	Rus*, iron.....	39	5
Stair.....	57	20	Rustic work.....	57	85
Wire.....	74	45	Rye, roasted.....	57	87
Roller, bearings.....	57	21			
Rollers, cloth.....	51	25			
Field.....	57	23			
Garden.....	57	22			
Iron.....	57	31			
for steam rollers.....	57	26			
Land.....	57	24			
Lawn.....	57	22			
Printers'.....	57	30			
Road.....	57	25			
Rubber.....	57	73			
Steam.....	57	26			
Wood.....	57	27			
Rolling pins.....	76	10			
Rolls.....	57	29			
Copper.....	19	8			
Iron.....	57	29			
Mill.....	57	31			
Rubber covered.....	57	80			
Roofing, N. O. S.....	57	38			
Asbestos.....	57	41			
Canvas.....	57	33			
Cement.....	57	34			
Composition.....	57	39			
Felt.....	57	40			
Gravel.....	57	34			
Iron.....	57	35			
Jute.....	41	41			
Material, mixed C. L.....	57	32			
Metal.....	57	37			
Onfits.....	57	32			
Paper or felt.....	57	40			
Slate.....	57	42			
Tile.....	64	78			
Tin.....	57	35			
Root, arrow.....	57	44			
Beer.....	57	52			
Beer extract.....	23	21			
Ginger.....	57	49			
	</				

Index—Continued.

	Page	Item		Page	Item
Salts, Glauber's.....	58	22	Screen, window.....	58	73
Nickel.....	58	23	Screws.....	59	78
Rochelle.....	58	24	Bench.....	58	76
Samples, carpet.....	14	42	Brass.....	58	79
Sand.....	58	28	Copper.....	18	70
Bird.....	58	27	Jack.....	41	19
Sand, molding pig iron.....	39	22	Nickel plated.....	58	82
Paper.....	53	11	Press tobacco.....	56	23
Pumps.....	51	27	Steel.....	58	83
Reels.....	51	27	Scythe snaths.....	4	52
Saratoga chips.....	58	30	Stones.....	62	46
Sash, common wood, unglazed.....	58	32	Scythes.....	4	49
containing leaded glass.....	58	31	Rifles.....	4	51
Glazed, C. L.....	58	34	Seals, car.....	59	1
Glazed, L. C. L.....	58	33	Seat backs, vehicle.....	70	23
Unglazed, N. O. S.....	58	32	Springs, wagon.....	71	24
Weights, iron.....	39	73	Seats, agricultural implement.....	3	48
Satchel frames, iron.....	25	72	Cane, for chairs.....	28	21
Sauce, celery.....	58	35	Car, C. L.....	26	27
Pepper.....	53	57	Car, L. C. L.....	27	45
Tomato.....	58	36	Chair, L. C. L.....	28	20
Sauces, table.....	54	11	Chair, C. L.....	26	34
Sausage, Bologna.....	48	14	School, L. C. L.....	29	39
Canned.....	48	15	School, C. L.....	27	3
Casings.....	58	38	Vehicle.....	71	12
Fresh.....	47	53	Water closet.....	73	28
Smoked.....	48	14	Sections, mower knife.....	4	22
Saw bucks.....	76	11	Post office.....	55	14
Dust.....	58	39	Reaper knife.....	4	22
Saws.....	58	40	Seed, alfalfa.....	59	3
Circular.....	58	45	Annato.....	59	4
Drag.....	58	47	Anise.....	59	9
Portable steel rail.....	58	48	Bird.....	59	5
Scabbards.....	58	49	Broom corn.....	59	6
Scale beams.....	58	57	Canary.....	59	7
Boards.....	58	58	Cane.....	59	8
Iron roll.....	39	60	Caraway.....	59	9
Testing weights.....	40	51	Cases.....	59	24
Scales.....	58	50	Clover.....	59	10
Scenery, theatrical.....	61	67	Cotton.....	59	11
Scientific instruments.....	58	60	Drills, hand.....	5	1
Scoops.....	58	61	Fennel.....	59	9
Feed.....	58	62	Fenugreek.....	59	14
Grain.....	4	36	Flax.....	59	11
Potato.....	58	63	Flower.....	59	2
Wooden, flour.....	76	13	Garden, N. O. S.....	59	15
Scorifiers.....	58	64	Grass, N. O. S.....	59	16
Scouring compounds.....	55	6	Hemp.....	59	17
Scrap brass.....	11	28	Hungarian.....	59	17
Copper.....	19	10	Linseed.....	59	11
Iron or steel.....	39	75	Locust.....	59	18
Iron with junk.....	41	38	Millet.....	59	17
Lead.....	42	42	Mustard, N. O. S.....	59	19
Leather.....	43	3	Osage orange.....	59	20
Paper.....	53	16	Orchard grass.....	59	16
Paper with junk.....	41	38	Poppy.....	59	9
Tin.....	65	8	Pumpkin.....	59	21
Tin with junk.....	41	38	Rape.....	59	8
Tobacco.....	65	49	Red top.....	59	10
Zinc.....	76	62	Sugar beet.....	59	23
Zinc with junk.....	41	38	Sunflower.....	59	22
Scraper blades.....	32	46	Timothy.....	59	10
Scrapers, boiler.....	58	65	Seeders.....	2	17
Broom corn.....	58	66	and harrows combined.....	2	20
Drag.....	23	3	Broadcast.....	2	17
Road.....	23	1	Seeds, N. O. S.....	59	2
Wheeled.....	23	1	Seesaws.....	59	26
Screen material.....	58	75	Seine floats.....	19	31
Screenings, bone black.....	58	67	Separators.....	1	29
Grain.....	58	68	Settees, L. C. L.....	29	43
Screens.....	58	69	Settees, C. L.....	27	7
Bamboo.....	58	70	Sewer pipe.....	54	35
Coal.....	58	71	Sewing machines stand castings.....	46	2
Screen, door.....	58	73	Woodwork.....	46	4
Foundry.....	58	71	Machines.....	45	58
Revolving.....	58	72	Machines, parts of.....	46	1
Sand.....	58	71	Shade cloth.....	59	28
Thresher.....	4	27	Fixtures, N. O. S.....	59	29

Index—Continued.

	Page	Item.		Page.	Item
Shade rollers	59	30	Shovels, steam	62	17
Slats	59	32	Steam on flat cars	62	16
Shades, lamp	32	15	Show cards, glass	32	16
Lamp, glass	32	14	Show case frames	60	4
Porch	9	30	Case material	60	5
Window	74	26	Supports	60	3
Shafting	39	81	Cases	60	2
Couplings	40	2	Shrinkers, tire	40	57
Hangers	40	2	Shrubbery	66	14
Shafts, vehicle	71	9	Shutters, iron	40	8
with wagon material	72	32	Wooden	76	15
Shakers, milk	48	54	Shuttles, iron or wood	60	6
Shale	59	33	Sickles, reaping	4	47
Shanks, shoe	59	67	Side boards	29	49
Shapes for agricultural implements	4	24	Sidewalk lights	31	40
Shares, plow	4	14	Sieve material	60	15
Sharpeners, disc	2	49	Sieves	60	7
Shavings, brewers	59	34	Tin	60	8
Gas purifying	59	35	Sifters and flour bins	60	7
Vinegar	59	36	Signs, cloth, wood	17	62
Wood	59	37	Cloth	60	25
Shear flocks	57	60	Glass	32	18
Sheep	44	25	Iron	60	19
Dip, liquid, N. O. S.	59	39	N. O. S.	60	17
Dip, powdered	59	39	Paraffine	60	20
Pelts	34	67	Sheet iron, zinc or steel	60	16
Skins	34	53	Tin	60	21
Sheet bars, iron or steel	40	3	Wire	60	22
Sheet brass	11	25	Wood	60	23
Copper	18	70	Silesias	21	42
Iron	40	4	Silex	60	29
Zinc	76	64	Silesian white	60	28
Shellers, corn	2	7	Silica	60	31
Corn, hand	2	6	Silicate solution	60	33
Shells, with ordnance stores	13	38	Silk, raw	60	35
Block	9	32	Sills, iron, door and windows	38	18
Cartridge	59	41	Sinews	60	36
Clam	59	48	Singletree irons	40	9
Crushed	59	49	Singletrees	70	29
Cocoa	59	43	for implements	4	5
Conch	59	44	with wagon material	72	32
Drum	49	54	Iron	70	34
Egg	59	45	Sinks, iron	40	10
Mussel	59	48	Steel	40	14
Nut	59	46	Stone or earthenware	60	37
Oyster	59	48	Siphons, glass	32	17
Paper, empty	59	42	Iron	60	38
Pearl oyster	59	51	Mineral water	60	39
Sea	59	52	Sisal	47	8
Shingles, metal	59	53	Sizing	60	41
Wood	45	14	Skates	60	42
Ship, knees	59	54	Skeins, thimble	72	34
Shipstuf	59	55	Skeletons	60	43
Shocker and corn harv'st'r corn'b'd.	2	2	Skelp, iron or steel	40	15
Shoddy	59	60	Skewers	60	44
Shoe button staples	59	63	Skins	34	36
Dressings	59	64	Calf	34	41
Findings	59	66	Chamois	60	46
Pegs	53	51	Deer	34	37
Polish	9	15	Dog	34	48
Shanks	59	67	Goat	34	51
Shoes	59	69	Kid	60	47
Brake	37	11	Rabbit	34	47
Horse and mule	38	38	Seal	34	66
Press drill	4	19	Sheep	34	53
Shooks, barrel and tanks	59	71	Skylight frames	40	17
Shooks	62	13	Glass	31	40
Shooting galleries	64	29	Slabs for furniture	47	13
Shorts	59	72	Billiard table	8	63
Shot	59	77	Iron, steel	40	18
Cases	16	13	Marble	47	14
Cases, wooden	16	17	Slag	60	49
Chilled	59	81	Slate	60	50
Shoveling boards	71	15	Dust	60	52
Shovels	5	2	Ground	60	53
Blanks	40	7	Roofing	57	42
Scoop	59	83	School	60	56
Snow, wood	60	1	School	60	57

. Index—Continued.

	Page.	Item.		Page.	Item.
Slate, silicate	60	58	Spark arrester apparatus	61	38
Slabs	60	55	Speaking tubes	61	39
Slates, billiard table	8	62	Spelter	61	40
Slats, apron	3	41	Spermaceti	61	41
Blind	14	73	Sphagnum	61	42
Sled runners	71	16	Spice	61	43
Sledges	40	21	Meal or mixtures	61	44
Sleds, bob	68	26	Spiegel iron	40	23
Children's, C. L.	71	54	Spikes, railroad	40	25
Children's L. C. L.	72	8	Iron	38	73
Clipper	72	10	Iron with wire	74	48
Logging	68	29	Spinach	67	59
Sleeping cars	15	55	Spindles	61	45
Sleigh bobs	71	17	Splints, match	47	30
Bodies	71	18	Spoke drivers	61	47
Gears	70	39	Bolts	72	22
Runner attachments	70	10	Spokes	71	22
Runners	71	21	with wagon material	72	32
Wood	72	19	Sponge, iron	40	27
Sleighs	69	29	Sponges	61	48
Children's, C. L.	71	54	Spool heads	61	54
Children's, L. C. L.	72	8	Carriers	61	53
Slides, table, L. C. L.	30	17	Carriers, returned	15	2
Slings, hay	2	34	Spools, advertising	61	49
Slot machines, automatic	45	33	Paper, wooden	61	50
Smalts, painters	60	60	Paper, iron	61	51
Smoke stack iron	60	63	Spoons, iron or tinned iron	61	56
Stacks	60	61	Wooden	61	57
Smokers, bee	8	30	Sprayers, knapsack	61	59
Snaths	4	52	Spreaders, manure and fertilizer	2	44
Snow plows	60	66	Spring cotters	40	30
Loggers	68	29	Bed plates	40	31
Street railway	60	69	Beds	29	58
Shovels	60	1	Beds, C. L.	27	10
Sweeping machines	60	68	Springs	61	60
Snuff	60	72	Springs, car steel	40	28
Soap	60	73	Agricultural implements	4	23
Extract	61	2	Car seat sections	27	47
Frames	25	70	Furniture, C. L.	27	12
Liquid	61	3	Furniture, L. C. L.	30	2
Powder	55	68	Locomotive	40	29
Soft	61	1	Organ	61	64
Stock, mineral	61	5	Plates, car	40	31
Stone	61	6	Rubber	57	76
Sockets, carriage bow	70	24	Vehicle	71	23
Whip	33	79	Vehicle, children's	72	11
Sod	61	8	with wagon material	72	33
Cutters	61	7	Sprinklers, street	69	4
Soda	61	17	Street car	15	63
Ash	61	9	Sprouts, barley or malt	11	37
Bi-carbonate of	61	10	Squash	67	59
Bichromate	61	11	Squibs	61	65
Carbonate of	61	16	Stackers, hay or straw	2	31
Caustic	61	13	Stains	61	68
Caustic solution	61	14	Stair pads	61	72
Fountains and fixtures	25	57	Rods	57	20
Nitrate of	61	19	Work, iron	40	38
Silicate of	61	20	Stairs, rails	74	66
Sulphate of	61	21	Stake pounders	76	16
Sulphide	61	18	Stakes, cane	61	73
Sulphite	61	12	Stalk cutters	3	23
Water	61	22	Stalks	61	74
Water drums	61	23	Stallions	44	26
Sodium phosphates	61	27	Stamp pads	36	32
Sofas	29	53	Stamped ware	61	75
Sofa bottoms	29	52	Stamps, office and rubber	57	77
Solder	61	28	or seals	61	78
Soldering coppers	61	30	Stanchions, cattle	61	79
Fluid	61	31	Stand pipes	20	2
Soles, cork	19	33	Stands, bamboo	30	4
Leather	42	66	Stands, N. O. S.	30	15
Solvent	61	34	Bicycle	8	55
Soup powder	61	37	Copying press	19	20
Soups	61	35	Fruit	61	88
Sowers, broadcast	2	17	Flower	61	83
Spades and shovels	59	82	Flower, wire	61	84
Dairy, wooden	75	39	Hall	29	11
Spare ribs	47	53	Hammock	33	48

Index—Continued.

	Page	Item		Page	Item
Stands, jardiniers, metal.....	41	23	Stopper heads.....	62	50
Music.....	29	31	Store stool pedestals.....	30	10
Phonograph.....	53	71	Storm aprons.....	71	25
Photo.....	54	8	Stove blacking.....	9	17
Range boiler.....	10	10	Boards.....	62	58
Rattan reed.....	30	6	Boards, with stoves.....	62	57
Sign.....	60	26	Carriers.....	62	59
Switch.....	40	46	Cartridges.....	26	11
Typewriter.....	67	26	Castings.....	62	51
Umbrella.....	61	81	Gas in wood.....	62	60
Umbrella, wooden.....	62	1	Furniture.....	62	51
Wash.....	30	32	Putty or cement.....	63	12
Staples, iron.....	40	34	Linings.....	62	61
Iron, with bolts.....	37	5	Mats, asbestos.....	63	1
Ingot mould.....	38	41	Pipe.....	54	36
with wire.....	74	48	Pipe, with stoves.....	62	57
Wire.....	40	36	Pipe elbows.....	63	5
Starch.....	62	3	Stove pipe iron.....	54	38
Starchose.....	62	5	Pipe thimbles.....	63	9
Stationery.....	62	6	Polish.....	63	10
Statuary.....	62	7	Trimming and ornaments.....	63	14
Stone.....	47	16	Stoves, stove furniture, furnaces		
Staves.....	62	13	and parts of.....	62	51
Stays, fence wire.....	40	37	Camp.....	62	55
Steam tables.....	62	18	Gas, gasoline and oil.....	62	55
Launches.....	62	20	Laundry.....	62	56
Shovels and fixtures.....	62	17	Straps, box.....	37	6
Shovels on trucks.....	62	16	Tin.....	65	27
Steamers, feed.....	22	62	Straw.....	63	15
Stearine.....	62	21	Board.....	63	17
Steel articles.....	40	39	Bottle covers.....	63	19
Fence picket.....	38	2	Goods.....	63	21
Shapes, or plates.....	4	24	Rickers.....	2	31
Rails.....	39	53	Stackers.....	2	61
Waste.....	62	24	Street car and motors combined		
Steels, corset or dress.....	19	47	Rollers.....	15	64
Steelyards.....	62	23	Sweeping machines.....	57	26
Stems, auger.....	51	27	46.....	6	
Pipe.....	54	41	Stretchers.....	63	28
Step ladders.....	75	60	Carpet.....	63	22
Ladders and chairs combined.....	28	5	Curtain.....	63	25
Steps, carriage or buggy.....	70	22	Clothesline.....	63	23
Steel.....	37	21	Fence.....	63	24
Stereotype backing compound.....	62	25	Stock.....	63	27
Plates.....	54	66	Trousers.....	63	28
Sterilizers.....	62	26	Umbrella.....	67	32
Sticks, picker.....	54	9	Wire.....	63	24
Umbrella or cane.....	76	18	Strips, weather.....	63	29
Stills.....	62	27	Strops, razor.....	63	31
Stilts, wooden.....	62	28	Stucco.....	54	58
Stirrups.....	33	76	Stuffers, sausage.....	63	32
Stitch horses.....	33	72	Stuffing, hoof.....	35	21
Stone.....	62	37	Stump pullers.....	3	25
Artificial.....	62	29	Sucker rods.....	51	27
Boats.....	62	36	Sugar.....	63	39
Crushed.....	62	30	Burnt.....	63	34
Dressed.....	62	31	Sugar, Cane.....	63	40
Stone, paving.....	62	33	Crystal.....	63	35
Pumice.....	62	32	Evaporators.....	22	63
Rotten.....	62	34	Grape.....	63	36
Rough.....	62	35	Lemon.....	63	37
Stoneware.....	62	48	Maple.....	63	38
Stones, curling.....	62	38	Trains or wagons.....	63	41
Emery.....	62	39	Sulkies.....	69	33
Flattening.....	62	40	Sulky plows.....	3	1
Lithographic.....	62	41	Rakes.....	2	42
Mill.....	62	42	Wheels.....	71	39
Oil.....	62	44	Sulphur.....	63	45
Peach.....	53	39	Sumac ground.....	63	48
Pulp grinding.....	32	73	Leaves.....	43	11
S the.....	62	46	Sunshades.....	71	34
Whet.....	62	45	Supports, canopy.....	70	26
Stools.....	27	50	Surgical instruments.....	36	38
Organ.....	50	9	Suspenders.....	63	49
Piano.....	50	9	Swage blocks.....	40	43
Store.....	30	8	Sweat pads.....	34	4
N. O. S.....	27	50	Sweepers, carpet.....	14	43
Stopcock boxes.....	40	42	Sweep bars.....	3	5

Index—Continued.

	Page	Item
Sweeping machines.....	46	6
Machines, snow.....	60	68
Sweepings, carpet mill.....	14	38
Jewelers.....	41	27
Mint.....	41	27
Rope mill.....	57	63
Woolen mill.....	76	28
Swings.....	63	50
Switch points.....	40	45
Stands.....	40	46
Targets.....	40	44
Switchboards.....	64	48
Switches.....	40	45
Cattle.....	34	44
Hair.....	33	43
Iron.....	40	45
Swords.....	63	51
Syrup.....	63	52
Cider.....	17	37
Coca Cola.....	63	54
Coloring.....	63	55
Fruit.....	63	56
Glucose.....	63	59
Lemon.....	63	60
Maple.....	63	61
Milk.....	63	62

T

Table leaves.....	27	15
Legs, C. L.....	27	15
Legs, L. C. L.....	30	17
Table sauces.....	54	11
Slides, L. C. L.....	30	18
Slides, C. L.....	27	15
Table supports.....	27	15
Stuff, C. L.....	27	16
Stuff, L. C. L.....	30	20
Tables, L. C. L.....	30	11
C. L.....	27	13
Billiard.....	8	60
Ironing.....	75	58
Steam.....	62	18
Turn.....	63	64
Tablets, chlorate of potash.....	55	26
Paper.....	52	57
Tackle blocks.....	9	38
Tacks.....	63	65
Glaziers.....	57	14
Taggers.....	63	69
Tags, paper.....	52	59
Tin.....	63	70
Tailings, jewelers'.....	41	27
Tailors' dummies.....	21	20
Tails, cattle.....	34	45
Talc.....	63	71
Tallow.....	63	72
Tampico.....	63	73
Tank, iron.....	40	49
Stuff, wooden.....	64	14
Wagons for farm engines.....	3	31
Water evaporators.....	22	65
Tankage, packing house.....	63	74
Tanks.....	64	1
with windmills.....	64	13
Butchers' rendering.....	63	75
Galvanized steel.....	64	7
Iron, N. O. S.....	64	2
Locomotive.....	45	2
Oil.....	64	5
Water cooler.....	64	11
Sectional.....	64	8
Wagon.....	3	31
Water closet.....	73	34
Windmill.....	46	39
Wooden.....	64	9
Tanners' bark.....	6	65

Tanners' bark, spent.....	6	64
Bate.....	8	6
Extract.....	23	12
Tanning preserver.....	64	16
Tanning extracts.....	23	12
Tapioca.....	16	55
Flour.....	16	55
Tape.....	64	17
Tape, insulating.....	64	18
Tapers, wax.....	73	50
Tar.....	64	19
Coke.....	64	23
Petroleum.....	53	63
Target balls.....	64	28
Traps.....	65	80
Targets, flying.....	64	30
Iron, switch.....	40	44
Targets, shooting gallery.....	64	29
Tarpaulins.....	64	31
Tartarine.....	64	32
Tea.....	64	33
Poys.....	30	21
Teasels.....	64	34
Tedders, hay.....	2	35
Tees, iron.....	37	61
Teeth, agricultural implements.....	4	25
Rake, with implements.....	4	21
Threshing machine.....	4	1
Telegraph instruments.....	64	42
Material, N. O. S.....	64	50
Telephone booths.....	64	35
Instruments.....	64	42
Telescopes.....	64	51
Tenderloins, pork.....	47	53
Tenders, engine.....	22	52
Locomotive.....	45	2
Ten pin balls.....	10	49
Pins.....	76	20
Tent poles.....	64	54
Tents and fixtures.....	64	55
Terra alba.....	64	57
Cotta.....	64	58
Japonica.....	64	63
Terne plates.....	64	56
Terrapins.....	64	64
Test weight casting.....	40	51
Tete-a-tetes.....	29	53
Theatrical scenery.....	61	67
Thermometers.....	64	65
Thimbles, stove pipe.....	63	9
Thread.....	64	67
Thresher screens.....	4	27
Threshers.....	1	29
Threshing machine teeth.....	4	1
Tie buckles.....	37	51
Plugs.....	64	70
Plates, iron, R. R.....	40	53
Tierces.....	7	30
Ties, bed spring.....	64	71
Cotton bale.....	37	50
Hay bale or bands.....	38	26
Hay bale, with nails.....	74	48
Railroad, wood.....	64	69
Railroad, iron or steel.....	40	52
Tile, building.....	64	72
Decorated art.....	64	73
Drain.....	64	74
Encaustic.....	65	1
Fire.....	64	75
Locomotive.....	64	77
Marble.....	65	2
Roofing.....	64	78
Tiling, floor.....	65	1
Tills, cash alarm.....	65	4
Timber, N. O. S.....	65	5
Prepared for windmill towers.....	46	37
Timothy seed.....	59	10
Tin.....	65	7

Index—Continued.

	Page	Item		Page	Item
Tin articles	65	11	Track hay carrier	2	29
Can stock	13	36	Guages	40	61
Crystals	65	13	Levels	65	75
Discs	65	16	Tracks, portable	65	76
Phosphor	65	6	Transformers, electric	65	78
Dross	65	17	Transplanters, tobacco	3	26
Foil	65	20	Traps, animal	65	79
Japanned	65	10	Bird	65	79
Plate	65	25	Fly	66	1
Plate bars	40	55	Game	66	2
Scrap	65	8	Grease	66	3
Scrap with junk	41	38	Rat	66	5
Straps	65	27	Sewer, gas	66	4
Ware	65	31	Steam	66	6
Tinners' trimmings	65	30	Target	65	80
Tire benders	40	56	Traveling bags empty	67	37
Shrinkers	40	57	Traveling bags filled with goods	67	38
Upsetters	40	58	Trays, tin	65	29
Tires, locomotive	44	35	Gas	75	47
Pneumatic	57	79	Jewelers'	10	55
Rubber	57	80	Sheet iron	68	9
Wagon	71	35	Thread	11	6
Tobacco	65	35	Wooden brick	75	5
Axes	8	28	Treenails, wooden	68	10
Cut	65	35	Tree diggers	3	28
Cutters	20	54	Protectors	40	62
Knives	41	62	Pruners	68	11
Leaf	65	39	Trees and shrubbery	68	14
Plug	65	42	Christmas	68	12
Scrap	65	49	Saddle	33	74
Smoking	65	35	Trellises	66	20
Stems	65	50	Tricycles	8	51
Transplanters	3	26	Childrens'	71	54
Toboggans	65	52	Parts of	8	62
Toe calks	40	60	Trimmings, beef	47	48
Toilet articles	11	11	Coffin	12	21
Boxes or cases	11	10	Furniture	30	36
Paper boxes or holders	11	12	House, wooden	52	38
Sets and boxes	11	11	Trunk	66	47
Tools, carpenters	65	57	Pork	47	48
Tomato pickles	65	54	Stove	63	14
Pulp	65	55	Tripe	48	19
Tomatoes	67	59	Tripods, C. L.	27	20
Tongs, pipe	54	42	L. C. L.	30	25
Pipe with oil well supplies	51	27	Tripoline	66	27
Track or rail	39	52	Tripoli	66	22
Tongue supports, wagon	71	37	Trolley poles and stands	66	28
Tongues, pickled	48	17	Trough hangers	22	7
Smoked	48	18	Troughs, eave, galvanized iron	22	5
or poles, wagon	71	1	Watering	66	29
Tonic, beer	43	58	Wooden	22	6
Hop tea	43	58	Trousers stretchers	63	28
Tonics	43	58	Trucks	66	31
Tonka beans	8	22	Baggage	66	37
Tool chests	65	56	Basket	66	31
Tools	65	58	Binder	3	36
Drilling	21	24	Car	66	33
Edge	65	58	Farm and logging	68	30
Ice	65	59	Electric motor	66	35
Mechanics'	65	61	Hand	66	37
with roofing outfits	57	32	Hook and ladder	24	44
Toothpicks	65	62	Hook and ladder, toy	71	53
Top braces, carriage	70	26	Logging	68	30
Braces for children's vehicles	72	12	Railway, returned	15	40
Tops, chimney	22	3	Soap frame	25	72
for fruit jars	31	16	Street car	66	35
Mantel	29	24	Warehouse	66	37
Peg	65	63	Willow basket	66	31
Trunk	66	45	Trunk boxes	66	40
Vehicle	70	19	Covering, sheet metal	66	42
Torches, campaign	65	64	Slat	66	43
Painters'	65	65	Straps, metal	66	44
Torpedoes, railroad	25	38	Tops	66	45
Toy	65	67	Trimmings	66	47
Tow	65	68	Trunks	66	48
Towers, windmill	46	37	filled with goods	66	50
Toys	65	72	Toy	66	55
Track cleaners	65	74	Tubes, filter	66	26

V	
Vacuum pans.....	67 36
Valise frames.....	25 72
Valises.....	67 37
Valises filled with goods.....	67 38
Valves, N. O. S.....	67 42
Brass.....	11 27
Valves, iron.....	38 39
Vanilla bean refuse.....	67 43
Varnish.....	67 44
Vaseline.....	67 48
Vases, coal.....	18 14
Glass.....	32 18
Iron.....	40 65
Terre cotta.....	64 62
Vats.....	67 51
Vat stuff.....	67 51

Wadding	73	1
Wagon brakes or locks	71	28
Beds	71	26
Bodies, beer	70	16
Bodies with tops	70	20
Bows	72	26
Braks	71	28
Carriage and plow casting	72	35
Carriage and sleigh wood	72	36
Dumps	71	29
Gate rods	71	7
Gears	70	42
Irons, forged	70	35
Jacks, hand	41	17
Springs with wagon material	72	33
Wheels	72	37
Wood	72	19
Wagonettes	69	18
Wagons	69	1
Advertising	68	32
Beer	68	33
Children's, C. L.	71	54
Children's, L. C. L.	72	14
Dump portable	18	65
Farm	69	1
Freight	69	10
Hose	69	10
Ice	69	10
Logging	68	31
Parts of, N. O. S.	71	38
Racing	69	25
Self-propelling	72	7
Spring	69	6
Spring, passenger	70	7
Sprinkling, C. L.	68	6
Sprinkling, L. C. L.	69	4

Index—Continued.

	Page	Item		Page	Item
Wagon, tank, tar.....	69	8	Wheel flanges.....	40	78
Tank, for farm engines.....	3	31	Guards or fenders.....	73	63
Wainscoting and paneling.....	73	2	Wheels, rough iron.....	74	7
Walkers and rockers, combined			Bicycle.....	8	52
with children's vehicles.....	71	54	Bicycle sulky.....	71	39
Wall cleaning paste.....	73	5	Buggy.....	71	42
Finish.....	20	72	Bull.....	3	44
Paper.....	52	50	Bull, oil well.....	51	27
Plaster.....	54	54	Car.....	37	22
Pockets.....	30	26	Carriage.....	71	42
Protectors.....	73	6	Cart.....	71	42
Wardrobes, C. L.....	27	21	Children's vehicle.....	74	1
L. C. L.....	30	28	Dumny.....	71	43
Warp beams.....	8	17	Emery.....	22	37
Carpet.....	14	37	Fifth.....	38	7
N. O. S.....	73	9	Gear, electric motor.....	40	79
Wash benches.....	73	10	Implement, agricultural im-		
Boards.....	73	12	plement.....	4	28
Boilers.....	10	14	Locomotive.....	44	35
Stands.....	30	32	Iron or steel, machine finished		
Stands, iron.....	30	33	master for agricultural imple-	40	80
Washers, coal.....	45	36	ments.....	3	44
Iron.....	37	5	Polishing.....	74	10
Ore.....	51	52	Rubber tired.....	71	40
Washing compound.....	73	17	Rubber tired, for children's		
Crystals.....	73	20	vehicles.....	72	18
Extracts.....	73	21	Solid wood iron tire.....	71	45
Fluid.....	73	22	Spinning.....	61	46
Liquid.....	73	18	Spring wagon.....	71	42
Machines, hand.....	46	8	Steel or iron in the rough.....	41	1
Machines, steam.....	46	11	Sulky.....	71	39
Waste broom corn.....	11	75	Turbine.....	74	11
Waste jute.....	41	42	Vehicle in the white.....	71	46
Water closet hoppers.....	73	30	Wagon.....	71	42
Closet ranges.....	73	32	Wagon, N. O. S.....	71	48
Seats.....	73	28	Iron wagon.....	71	44
Closet tanks.....	73	34	Water.....	41	4
Closets.....	73	23	Wheelbarrow.....	74	14
Water coolers.....	73	38	Wood or iron.....	74	8
Gates.....	30	51	Whetstones.....	62	45
Gaugers.....	30	58	Whiffletrees.....	70	29
Heaters.....	34	28	with implements.....	4	5
Pipe.....	40	73	Iron.....	70	34
Wax.....	73	29	Whip sockets.....	33	79
Figures.....	73	48	Whipstocks.....	34	1
Figures, museum outfits.....	73	49	Wooden.....	34	2
Fruit can.....	73	45	Whips.....	33	77
Harness.....	33	71	Whiskey.....	43	51
Japan.....	73	41	White lead.....	32	23
Mineral.....	73	42	Whiting.....	74	16
Paraffine.....	73	43	Wicking.....	74	17
Sealing.....	73	44	Willow cuttings.....	74	18
Shoe.....	73	46	Ware.....	74	20
Tapers.....	73	50	Windlasses.....	74	21
Vegetable, N. O. S.....	73	47	Wind mills.....	46	56
Weather strips.....	63	29	with implements.....	1	21
Vanes.....	73	51	Returned.....	1	21
Webbing, burlap or jute.....	73	53	Window caps, cement.....	16	54
Elastic.....	73	54	Cleaners.....	17	57
N. O. S.....	73	52	Cornices.....	74	22
Wedges.....	40	74	Frame, wood.....	74	23
Weighing machines.....	45	38	Frame, iron.....	38	18
Weights, clock.....	17	63	Glass.....	31	44
Iron, for folding beds, L. C. L.....	30	35	Hollands.....	74	24
Iron, for folding beds, C. L.....	27	22	Shade cloth.....	59	27
for hoisting machines.....	40	76	Shades.....	74	26
Paper.....	32	9	Sills, cement.....	16	54
Sash.....	39	73	Sills, iron.....	38	18
Scale testing.....	40	51	Sills, slate.....	60	54
Welding compound.....	18	46	Ventilators.....	74	27
Well augers.....	51	27	Wine.....	43	51
Boring machines.....	51	27	Wings, plow.....	4	14
Points.....	40	77	Wire, N. O. S.....	74	28
Whalebone.....	73	55	and wood fence, combined.....	23	72
Wheat, cracked.....	19	67	Aluminum.....	5	22
Wheelbarrows.....	73	57	Barbed.....	74	29
Children's.....	72	14	Baskets.....	7	47
Children's, C. L.....	71	51	Binding.....	3	32

Index—Concluded.

	Page	Item
Wire bonnets	74	40
Box straps	37	6
Brass	74	31
Check rowers	3	40
Cloth, iron or steel	17	71
Copper	74	32
Coppered	74	34
Fence	74	35
Fence, board	23	69
Fence staples	74	48
Fencing, N. O. S.	23	64
Fencing (ornamental strip)	23	69
Galvanized	74	34
Goods, N. O. S.	74	42
Insulated	74	36
Insulated, copper	74	33
Iron	74	37
Lath	74	49
Mattress	74	38
Nails	74	48
Netting	23	69
Panel	23	66
Pans	74	41
Rods	74	45
Rope	74	51
Springs	61	60
Steel	74	39
Stretchers	63	24
Telegraph	64	49
Ties	74	30
Work for interior finish	74	44
Woven for mattresses	74	38
Witch hazel	23	23
Wood alcohol	43	52
Wood and wire fence, combined	23	72
Carriage	72	19
Filler	74	52
Flour	74	54
Fuel	74	55
Kindling	74	56
Petrified	74	57
Pulp	9	57
Pulp board	74	59
Sleigh	72	19
Wagon	72	19
Wooden ware	76	22
Wooden figures	74	62
Wooden pipe	54	39
Woods of value	74	63
Turned	74	64
Wool	76	23
Cards	76	25
Mineral	49	9
Waste	76	26
Woolen mill sweepings	76	28
Work benches	8	46

	Page	Item
Workers, butter	75	17
Worms for stills	19	11
Wrappers, bottle	10	46
Wrapping paper	53	22
Wrenches, with oil well supplies	51	27
Iron	41	5
Monkey	76	32
Pipe	41	6
Screw	76	32
Wringers and wash benches com- bined	73	11
Clothes	76	34
Centrifugal	76	33

X

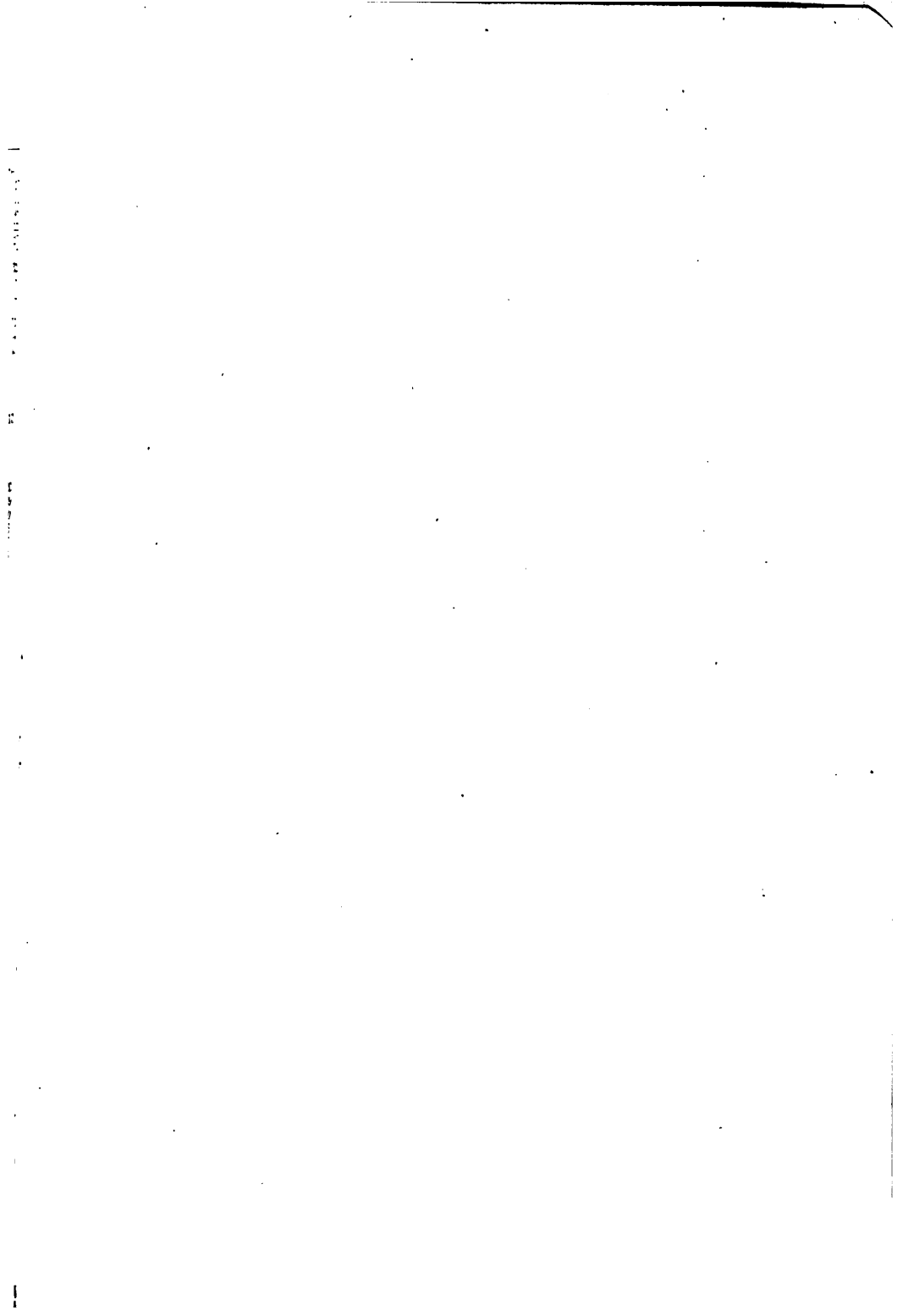
X-ray machines	46	13
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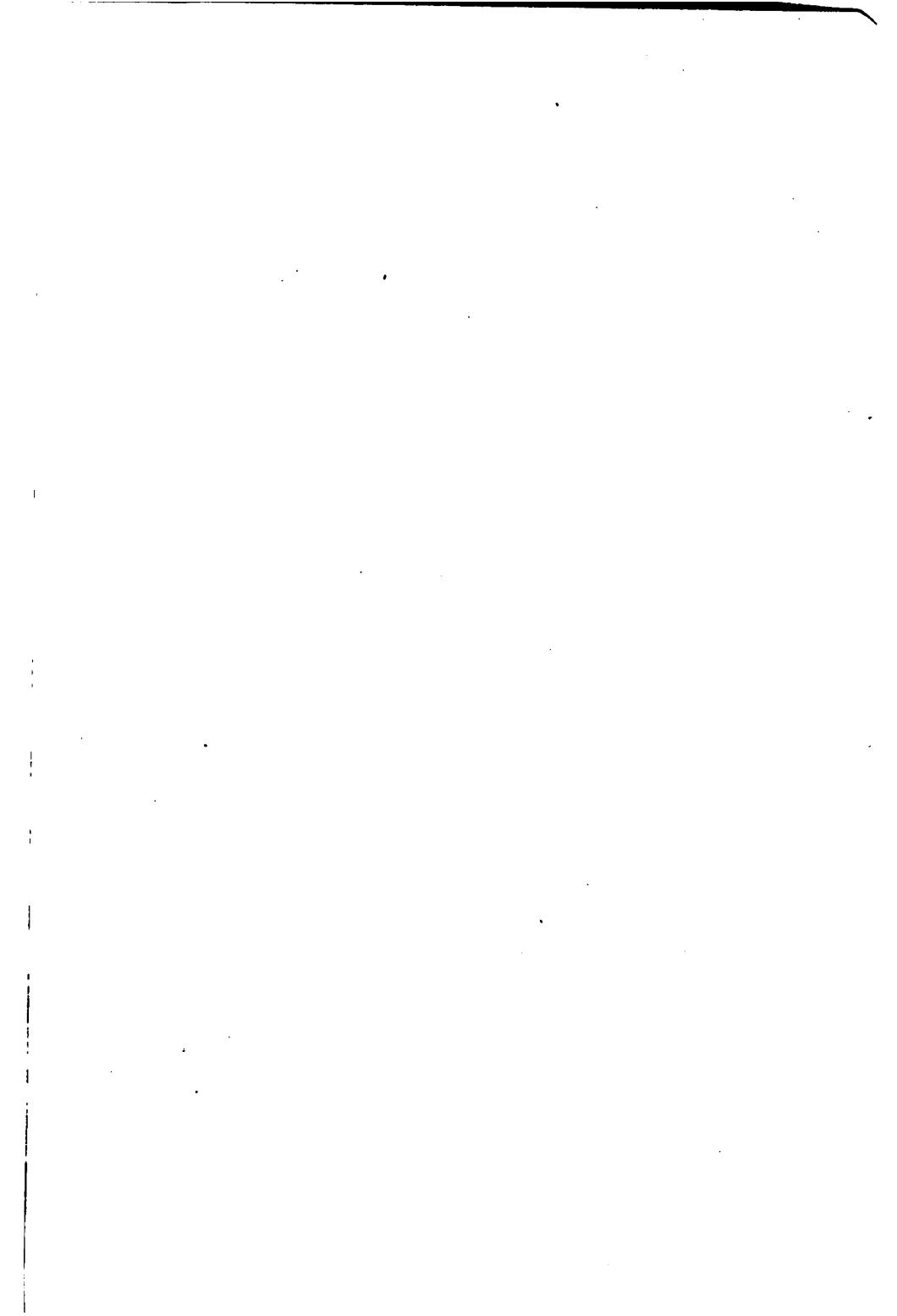
Y

Yachts	62	20
Yard sticks	76	39
Yarn	76	40
Hair	76	46
Jute	76	47
Lath	76	48
Linen	76	49
Woolen	76	50
Yeast cakes	76	51
Powders	76	53
Yellow metal	76	54
Yolks, egg	22	15
Yokes, neckage implements	4	5
Neck and wagon material	76	29
Ox	76	55

Z

Zinc	76	56
Ashes	6	17
Battery	8	14
Chloride of	76	58
Dross	76	67
Flue dust	76	69
Nails	76	70
Scrap	76	62
Scrap with junk	41	38
Sheet	76	64
Skimmings	76	71
Stove boards	76	72
Sulphate of	76	66
Zylonite goods	76	73





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